THE BASIS OF MUTUAL AGREEMENT MUST BE MUTUAL UNDERSTANDING

MAINE LABOR LEADER

JUSTICE FOR THE WORKER AND A SQUARE DEAL FOR THE EMPLOYER—CONSTRUCTIVE CO-OPERATION.

VOL. II, NO. 5 PORTLAND, MAINE, MAY, 1924 5 CENTS PER COPY

LOCOMOTIVE FIREMEN ARE PROGRESSIVE

A Factor in Securing Legislation Which Protects and Benefits the Public

MAINE'S LIVE LOCALS

The locals of the Brotherhood of Locomotive Firemen and Enginemen of Maine, of which there are quite a number, are all in a most prosperous condition and are recognized as one of the most progressive organizations in the state.

The Brotherhood of Locomotive Firemen and Enginemen is more than an organization for the advancement of its members' individual and collective welfare.

Through its National Legislative Department, in conjunction with other organizations of labor, the Brotherhood of Locomotive Firemen and Enginemen, has advocated legislation of benefit to all the people. An investigation of such legislation will show an unselfish purpose in view. It will show that in practically all instances public safety, education and health are the controlling idea and purpose of their legislative measures. All bills considered by Congress to improve health conditions and the extension of educational opportunities in the public free schools have had their hearty support. The Federal Safety Appliance Law, that placed air brakes and all other safety appliances on railroad trains, was obtained by these organizations after ten years of struggle and sacrifice. Its approval is said to have been the last official act of President Harrison.

The Brotherhood now has a membership of 118,000 who are enrolled under the banner of "Protection, Charity, Sobriety, and Industry," the motto of the organization since its beginning. Through the Beneficiary Department there has been paid in death and disability claims to the members and their dependents more than thirty million dollars. The order has in force $150,000,000 in insurance and its total assets are $11,177,027.73. In recent years there has been established a Pension Accident Indemnity, and Funeral Benefit departments to further aid the membership.

To the locomotive firemen and engine hostlers this great institution has meant reduction of working hours, increase of wages, the dignifying of their toil, and improved conditions of health and home. It has steadfastly advocated a saving wage, because a saving wage means a comfortable home, educated children, self-respect and good citizenship.
citizenship.

Instances of what this organization accomplishes along the lines of public benefit are indicated by its record in Texas, as made public by Joseph A. Myers, commissioner of Labor of that state, to whom this publication is indebted for the material herein set forth.

In that state, as in others, these organizations have been very active in promoting beneficial legislation through their efficient legislative committees.

They championed the first Child Labor Law of Texas, enacted in 1903, and introduced by Representative Callan a union printer. Among other measures receiving their effective support are: Compulsory School Attendance Law; Free Text Book Law; Nine Fifty-four Hour Law for the protection of women workers. Law requiring electric headlights on locomotives; law requiring two outlets to mines; Health, Safety and Comfort Law for female employees; Law requiring railroads to maintain signal lights on all main line switches at night, and provides derail switches on all main line sidings, Law creating the State Department of Labor; Law to protect workmen on high buildings from falling great distances, and numerous others of like character.

Maine locals of the Brotherhood recently participated in the general celebration of the fiftieth anniversary of the founding of the Brotherhood, a celebration which extended throughout the United States and Canada. It was established December 1, 1873, at Port Jervis, N. Y., by eleven locomotive firemen in the service of the Erie railroad, under the leadership of Joshua A. Leach.

ATTACK PROVES A BOOMERANG

Drive Against Actors' Equity Results Disastrously for Managers Involved

NEW YORK, May 17—The Fidelity league, a company "union," formed by theatrical managers, has been shattered by its friends.

The trouble was caused by a statement issued from the office of Henry Miller, actor-manager, who condemned the Actors' Equity association for affiliating with trade unions who were charged with resorting to violence. The names of several well-known actors and actresses were signed to the statement.

As a protest against the unauthorized use of their names, William Faversham and David Warfield resigned from the company "union". The statement was repudiated by several other stars.

Equity officials points out that theatrical managers have acknowledged they organized the Fidelity league at the suggestion of E. F. Albee, president of Keith's vaudeville, with the purpose of breaking the Equity strike of 1919 and destroying that organization.

In a letter to a local newspaper, Francis Wilson, the well-known comedian and former president of Equity, says:

"Why are some of these members of the Fidelity, not brave to come out with the truth and say that Equity has no booking offices, no theaters, and that, therefore, their desires and comfort and profit lie with managers who have booking offices, theaters and profit, and that is a matter of complete indifference to them what becomes of the people of their profession who are less gifted, less fortunate than they?

"It is wonderful, at this late day, to see these people wave their wornout phrase 'restriction of liberty,' as if such existed in any country which might at any hour draft any inhabitant as gun fodder. Personal liberty! Why, one can even cross a street as he pleases, and it is well he can not.

"What these Fidelity stars mean is not 'personal liberty,' but gross selfishness."

LABOR AFTER THE "BORERS"

A. F. of L. Bodies United Against Radical Propagandists from Within

MONTREAL, Quebec, May 17—Mutuality of interests, harmony of action and unity against all forms of "borers-from-within" marked a joint meeting of the A. F. of L. executive council and the executive council of the Canadian Trades and Labor Congress.

The trade unionists considered all forms of opposition to organized labor, and especially to those who would usher in a class regime. The activities of these propagandists range from carping criticism of the trade union movement to advocacy of the so-called "one big union," and the retirement of trade union executives because their constructive policies are in opposition to revolutionists.

One of these criticisms is the claim that Canadian trade unionists are "fleeced" through their affiliation with the American labor movement; that much money is taken out of Canada and little is returned. The claim is also made by reactionary employers who would divide workers along national lines.

The A. F. of L. executive council pointed out that the annual contributions of the Canadian trade unions to the American labor movement average approximately $606,000, and that the Canadian trade union movement receives annually in return approximately $800,000. Of the latter amount approximately $550,000 takes the form of benefits and $250,000 for various expenses.

THINKS STATE INSURANCE IS UNDESIRABLE

Can See No Benefit Accruing to Workers Says Senator Hinckley

TELLS LABOR MEN WHY

Senator Frederick W. Hinckley, a candidate for renomination and re-election on the Republican ticket, addressed by invitation an open meeting of the Portland Central Labor Union, Wednesday evening, May 7.

He discussed various measures which came before the last session of the Legislature affecting the workers, such as the 48-hour law, workmen's compensation, old age pension and similar subjects, expressing his views clearly and directly.

An eight hour day, he believed, was the ideal day for the worker in the majority of industries but he thought labor would make a mistake in endeavoring to secure a shorter day than that, a six hour day or less. Eight hours, he thought, was no more than was beneficial for a man to work while to work less was to his disadvantage rather than to his advantage.

He did not believe that, outside of possible panic times, there would ever be such a low demand for labor that a shorter work day than eight hours would be necessary to give employment to all who wanted it.

Senator Hinckley expressed doubts that state insurance would prove of benefit to the workers. It had been his observation, he said, that the state can never conduct business as cheaply as can a private concern while the men who were usually placed in charge of the administration conducted by the state were those who had been failures at conducting businesses of their own. He thought it bad policy for the government to enter business and it had never been demonstrated that it could conduct it successfully. He had been informed, he said, although he could not vouch for the statement, that insurance companies doing business in Maine put more money into the state last year than they took out, and if this was so it would evidently be poor business for the state itself to embark in the insurance business.

At the conclusion of his speech Senator Hinckley stated that he realized that his views and those of his hearers did not always coincide but that he stated his convictions so that all might know exactly where he stood and if any of his hearers desired to ask any questions he should be glad to have them.

Ernest Pratt, legislative representative of the Maine State Federation of Labor at the last legislature, asked the speaker several questions and differed with him on his views concerning state insurance, maintaining that it was now in successful operation in some other states. He also pointed out that the constant inroads of machinery upon man's production would, in all probability, create a situation in time which would make a very short work day necessary and desirable.

Senator Hinckley was heartily applauded upon the conclusion of his speech and was given a rising vote of thanks for addressing the body.

Recording Secretary George Haney of the Central Labor Union, a fellow townsman of the senator's, spoke of the excellent service Senator Hinckley had given the people of his community in various ways and in particular of his victory in saving South Portland from a ten cent street car fare when it was proposed by the street railway company.

TROLLEYMEN SIGN UP

Portland Division Renews Wage Scale Secured Last Year

The Trolleymen's union of Portland, whose correct title is Division 714 Amalgamated Association of Street and Electric Railway Employees of America, are now working under an agreement which became effective May 1. This gives them the same scale of wages which has been in force since May 1, 1923, when an increase over the preceding year was secured.

The relations between the Cumberland County Power & Light Company and its men are most cordial and it is gratifying that such a co-operation of service exists, a condition for which the public may well be grateful. Visitors from other cities frequently comment upon the courteous and efficient service of the local street car line employes and it has its inception largely in the pleasant relations referred to.

Harvester Profits Jump

NEW YORK, May 17.—In its report for 1923 the International haravester company shows a net profit of $10,274,376, after all charges and taxes were paid. These profits were nearly double those of the previous year. President Legge said that the 1923 profits are "far from normal."

HANEY'S DARK PAST REVEALED

Well Known Portland Carpenter Rival to Bill Hart and Valentino

How true it is that no man can successfully conceal a dark secret of his past. It developed at the open meeting of the Portland Central Labor Union, addressed by Senator Hinckley, that George Haney, recording secretary of that body has had a notable career as a moving picture actor.

Perhaps it is erroneous to refer to the fact as a dark secret for George "acted right out" on the screen in a number of productions of the Pine State Pictures Corporation of which Senator Hinckley is an officer, but the truth was not generally known until Brother Haney himself admitted it, without, so far as could be observed, any trace of shame.

However, as this most estimable and highly respected labor official did not pursue his career at wicked Hollywood perhaps it should not be held as an evidence of lax moral character; but it is to be hoped that he will not follow the career to the wild and wicked screen communities of the west for, strong man though he is, the temptations there are great, as all who have seen Mack Sennett's bathing beauties will admit.

According to his own confession Brother Haney was employed to do some carpentry work at the Pine State studios and Senator Hinckley upon watching him plying his trade remarked, "That fellow's no carpenter; he's natural born actor."

So they gave him the part of sheriff to play in the production then being filmed and he was an instantaneous hit. From there on he played minister, bartender, bad man and a variety of parts, scoring a hit in every one of them. It's a fortunate thing for Bill Hart, Rudolph Valentino and Douglas Fairbanks that Brother Haney loves his trade and refused to forsake it permanently to become a film star, and it is also very fortunate for local organized labor circles for when it comes to labor activities and constructive service to the trade union movement George is THERE.

Greatly to his regret the Labor Leader's dramatic critic never saw Brother Haney's screen appearances but, in spite of Senator Hinckley's contention, we strongly insist that if George is as good an actor as he is a carpenter he is SOME actor.

BANQUET TO CLYDE SMITH

Portland Central Labor Union to Express Appreciation of Senator's Aid

Arrangements have been completed for the complimentary banquet to be tendered to Senator Clyde H. Smith at the Lafayette hotel by the Portland Central Labor Union, Saturday evening. The dinner is planned as a testimonial of appreciation on the part of organized labor for the valuable services given to the movement by Senator Smith at the last session of the legislature and at other times.

There will also be a mass meeting at the Elm theatre, Sunday afternoon, which will be addressed by Senator Smith. A large attendance is expected at both events.

The committee in charge is composed of Ernest Pratt, chairman; A. F. Eagles, Miss Harriet Partridge, Benjamin Blumenthal and Edward Appleby and nothing has been left undone to make the testimonial of labor's appreciation of its guest's work in its behalf an eloquent one.

Maloney a Delegate

Thomas J. Maloney of Portland, recording secretary of the State Conference of Bricklayers, has been chosen delegate to the Maine State Federation of Labor convention at Calais in June, with Vice President Walter Sturtevant of Bangor as alternate. Secretary Maloney represented the Conference with distinction at the last convention of the State Federation.

UNION LABEL SUPPORT

In a letter urging increased support of the union label, card and button the Union Label Trades Department of the American Federation of Labor asks this question of the labor organizations in Maine:

"Just let us stop a moment and call the roll on our various acts of commission and omission and we will find that many of the impediments to progress are of our own making. As a starter let us give consideration to this question: "How many times has the union label, card and button been given preference when spending union earned money?"

TEAMSTERS OF PORTLAND GET AN AGREEMENT

Abandon Request for Increased Wage and Shorter Hours of Own Accord

SIGNED FOR TWO YEARS

By a new agreement signed last week in Portland between Local 418, Teamsters, Chauffeurs, Stablemen and Helpers of America the same wage scale, same hours and virtually the same working conditions are assured for two years more from May 1.

It was first thought advisable to ask for a slight increase nearer to the higher scale paid in Boston and for a shorter day but after several conferences between the union's representative, John M. Gillespie of the International, and the employers it was decided in view of general business conditions to leave wages and conditions as they have been.

At the present time double teamsters are getting $3.50 less than in Boston and single teamsters $3 less. It was the original idea to ask for an increase of $2 in Portland and an eight hour day but, having no desire to create what might prove a detriment to the employers because of cause of business conditions it was finally decided to abandon the changes.

This attitude met with the approval of the employers and goes far toward maintaining the good will which has existed for a long time between this organization and their employers.

Local 418 is in excellent condition as to membership and finances. Meetings are held every first and third Thursdays at Eagles' Hall and the officers are as follows:

President, John W. Hodgkins; vice-President, Frederick Maskell; Secretary-Treasurer, O. S. Harvey; Recording Secretary, William W. Maines; Trustees: John Davidson, Frank J. Cram, Robert Fuller.

New Viewpoint Needed

WORCESTER, Mass., May 17.—"Modern industry needs a new viewpoint; that viewpoint is cooperation," said William H. Johnston, president of the International Association of Machinists, in a speech in this city. The speaker quoted Lincoln's declaration that "labor is entitled to the higher consideration because labor produces."

"That being so," said President Johnston, "it is now apparent that the representatives of labor, free to organize and free to select their own committees for collective bargaining, will assemble around a table in conference.

"Some otherwise sensible minded employers have said to me: 'Oh, but you see we recognize the union. We have our own shop union and we receive delegates from the men, regulate shop committees, and all that.'

"Yes, but that is not freedom. A company 'union' is never a free union; it is never the workers' union; it is just what its name implies, a company 'union,' and it is the company that dominates. A real union is one that is free to act unhampered by outside influences; free to select its own shop committees free to discuss its own grievances, if there are any, and free to meet, as equals, the employer for mutual well being."

QUESTIONS OF JURISDICTION

Contention Between Carpenters and Sheet Metal Workers Still Open

The Portland Central Labor Union has received from the Amalgamated Sheet Metal Workers International Alliance a Review of the National Board for Jurisdictional Awards in the Building Industry, written by Mr. John H. Donlin, president of the Building Trades Department of the American Federation of Labor.

In the letter accompanying, it sets forth that, "the National Board of Awards was formed by the various organizations of contractors, architects and engineers in the building industry and the organizations (including the Brotherhood of Carpenters) affiliated with the Building Trades Department. Its object and purpose being to eliminate all jurisdictional disputes. The board has been successful in bringing peace to the industry and ending the strife caused by such disputes with one exception.

"The only impediment to this progressing plan," the communication continues," is the attitude of the officials of the United Brotherhood of Carpenters in refusing to accept and abide by the decisions of the National Board, notwithstanding the fact that they were one of the parties instrumental in creating it, as is quite clearly set forth in Mr. Donlin's Review."

UNION LABEL STRAW HATS

Portland Central Labor Union Informed They Are To Be Had

A communication received by the Portland Central Labor Union at its last meeting calls attention to the arrival of the summer season and the union label straw hats.

There will, the communication states, be more local dealers in all communities selling union label straw hats this season than ever before, due to the support given to last season's campaign in their favor on the part of union men.

"We must, however, again remind you of the constant fight we are compelled to wage," the communication continues, "not only against the unfair straw hat manufacturers who pay poor wages and who are constantly striving to tear down our standards of working and living, but also against the non-union straw hats imported into this country from the cheap labor section of Europe, which are placed on sale, in competition with our own union-made straw hats.

"The only way you can be sure you are getting a union made straw hat is to see that the union label is in the straw hat or Panama that you buy and to make it your business so far as possible to see that your friends do likewise. Look under the leather for the union label."

The communication comes from the United Hatters of North America and local union men will be glad to learn of dealers who are carrying these hats. Some union men wear soft or stiff hats all summer rather than buy non-union hats.

OVERMAN FOR CHILD LABOR

United States Sentaor Declares He Believes It Is Beneficial

RALEIGH, N. C., May 17—United States Senator Overman boasts that he believes in child labor and is against the pending constitutional amendment.

This amendment, if adopted by the senate and three-fourths of the states, will be an enabling act for congress to regulate child labor up to 18 years of age. Congress can make any exception it chooses. Senator Overman would create the impression that if the amendment is favored all labor of children 18 years of age or under will be illegal.

In a letter reprinted in the Union Herald, Senator Overman says:

"Now the people of New England and the west, the union labor, and the good women of this country are trying to put something over on us which will be a menace to our whole system of government.

of age, and I feel that I am a better

"I worked when I was a boy 16 years man for having done so, and I have no doubt practically every man of my age in the south did likewise.

"This amendment proposes to keep boys under 18 years ofag e from working on the farm or elsewhere, and I am not in favor of giving any such power to congress.

"This matter has been pending in the committee for months, and so far I have succeeded in staving it off but it will soon come up in the senate and as all the New England and western senators seem to favor it, I am afraid it will pass.

"When it does pass we want to go to work in our legislature and defeat it there, as it takes three-fourths of the states to adopt it."

BALL OF H. & R. EMPLOYEES A BIG SUCCESS

Pretty Girls and Good Music Make Annual Event Very Enjoyable

GOOD SUM REALIZED

The annual ball of Local 308, Hotel and Restaurant Employees, held at Recreation Hall, proved to be the social success that was prophesied for it and a crowd which taxed the capacity of the hall had a most enjoyable evening.

As has been previously stated in this paper, and a fact that will stand repetition, Local 308, has within its membership more pretty girls than any other labor body in the East and they were very much in evidence on this occasion. It is safe to say that no social function of the metropolitan elite could outshine the Local's ball in this respect and the dancers of the opposite sex who were fortunate enough to secure the feminine members as dancing partners voted the affair the most enjoyable they have ever participated in.

Financially the ball was a success also and the treasury profited accordingly. The Local's regular entertainment committee which has been making such a success all winter with the whist parties and similar events handled the arrangements for the ball with the same efficiency. The committee is composed of William O'Mara, chairman; Anna Nelson, Laura Loftus, Dora Lawton, Mary Cummings, Benjamin Irvine, Clarence Potter, Roy Briggs, James McKeough, D. J. McCarthy, Phil Legere and Nellie Nutt.

WANT ADJUSTMENT

The assistance of local trade unionists is asked in obtaining an early and amicable adjustment of the differences between the following manufacturers and the Metal Polishers' International Union, in a communication read before the last meeting of the Portland Central Labor Union:

The H. P. Snyder Manufacturing Company of Little Falls, N. Y., makers of bicycles, the Winchester Repeating Arms Company of New Haven, Conn., manufacturers of arms and the Barney-Berry skates, and the Whitehead-Hoag Company of Newark, N. J., manufacturers of badges, lape. buttons, novelties, etc.

PAPERMAKERS WILL BE THERE

Locals Vote to Send Delegates to Maine State Labor Convention

Champion Local, Papermakers and Sulphite Workers of Mechanic Falls were addressed on Sunday, May 4, at a largely attended meeting by President A. F. Eagles and Vice President C. E. Nichols of the Maine State Federation of Labor on the advantages of a close affiliation with that body and voted to send delegates to the coming convention of the Federation at Calais in June.

Negotiations for a settlement of the differences which have been pending between the members of this local and their employers were expected to reach a speedy settlement at that time.

A meeting of the Rumford Falls local of the same organization was addressed the Sunday previous by the same officials and that local elected one delegate to the convention. This body has been on strike since May 1, 1921, and it is probable that the situation will be discussed fully at the convention.

FILENE FAVORS LESS WASTE RATHER THAN CUT IN WAGES

CLEVELAND, May 17.—Price reductions should come through the elimination of wastefulness, not out of wages and salaries, said Edward Filene, Boston business man, in an address at the annual meeting of the United States chamber of commerce.

"Under good production and good distribution—which means, under mass production and mass distribution—high standards of wages will be maintained, for it will be most profitable to the produced." said Mr. Filene.

"The reduction in price should come out of the elimination of the middlemen and the present wastefulness of production and distribution—not out of wages and salaries; that is, that it will be most profitable to preserve the buying power of the masses.

"This will in turn, insure much greater content among the masses of people, who will then have freedom—not merely freedom to exercise a voice in government, but at least a truer economic freedom."

B. & O. RAILROAD SHOP MEN FAVOR CO-OPERATIVE PLAN

PHILADELPHIA, May 17.—The Glenwood co-operative plan was unanimously indorsed by the annual convention of the Baltimore & Ohio system federation No. 30, in this city.

The plan has been in operation 14 months in the Glenwood shop of the B. & O. railroad. Three months ago it was extended to the 44 shops of the entire system, and now it is unanimously approved by representatives of the workers in these shops.

The plan is along the lines trade unionists have always urged. It is simplicity itself, but it promises to revolutionise the relations between employes and railroad management.

The plan provides for conferences at stated intervals between the shop management and representatives of the men. These meetings have no direct connection with trade unionism, though the discussions have reduced the number of grievances.

The conferences make it possible to take full advantage of the experience and knowledge of every worker. The men are not speeded up. Any labor-saving device, any "easier way" to produce without lessening quantity or quality the worker suggests is given consideration. This system displaces the arbitrary edict of shop foremen and is developing a new spirit among these workers who are proving that their unions can be made constructive agencies if they are not forced to be continually on the defensive.

The Glenwood plan is a new venture in American railroading, and is most appropriately applied by the first railroad in America.

WATERVILLE
LABOR'S BUYING GUIDE

Business concerns which bid directly for Labor's Trade by Advertising in Labor's Paper.
Co-operate with those who co-operate with us.

Kennebec Auto Supply Co.
18 Silver Street Waterville
REO PLEASURE CARS SPEED WAGONS
FULL LINE OF ACCESSORIES

THE STORE WITH A PURPOSE
Courteous Treatment Better Values Better Service
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WATERVILLE and SKOWHEGAN

Allen's Drug Store
Prescriptions Our Business
TELEPHONE 58
118 Main Street Waterville, Maine

H. W. BRAWN
Optician

111 Main Street Waterville, Maine
Difficult Lenses Our Specialty
The only Surface Grinding Plant in the City. Prompt Service on Repair work. Complete line of Frames and Mountings at
PRICES THAT ARE RIGHT

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HOME FURNISHINGS
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11 Silver Street Waterville

CHOATE MUSIC CO.
VICTROLAS, PIANOS, SHEET MUSIC
Buy Your Music At A Music Store
SAVINGS BANK BUILDING WATERVILLE

The Best is None too Good for the Workingman and His Family
INSIST ON HAVING
HARRIS BETTER BREAD
MADE IN WATERVILLE
Harris BAKING COMPANY

"We Furnish Homes Complete"
EASY TERMS IF DESIRED
12 Stores in New England
Atherton
FURNITURE COMPANY
21 MAIN ST. WATERVILLE, ME.

Hager's
CONFECTIONERY

WAGE INCREASE ON RAILROADS

Pay Boost Given Amounts to More Than $5,000,000 Annually.

Wage increases of about 5 per cent to 55,000 railroad trainmen and conductors have been formally announced. The pay boost, considered alone, would add approximately $5,000,000 annually to pay rolls of 55 carriers in the territory west of Chicago. However, it is understood the brotherhood representatives have agreed to make concessions in the modification of certain working rules. These will save the railways much money.

Many of the eastern roads and two important lines in the South already have renewed contracts with certain groups of train-service employees. Some of these, notably the New York Central and the Pennsylvania, granted pay increases of more than 5 per cent to all in the train services—conductors, trainmen, engineers, firemen and switchmen.

Of the lines running west from Chicago, the Chicago Great Western, the Chicago & Alton and the Elgin, Joliet & Eastern are not parties to the negotiations just culminated. However, the roads granting the increase represent about 90 per cent of the mileage west.

The negotiations were conducted by two committees of ten members each, one representing the western carriers and the other the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

General Labor News

By a vote of 816 to 202, members of Typographical Union No. 6, of New York, decided to accept the offer of the newspaper publishers with regard to wages in the composing rooms of the New York newspapers. The printers receive an increase of $3 a week in wages for the six months from January 1 to July 1, 1924; an additional dollar from July 1, 1924, to January 1, 1925, and another dollar from January 1, 1925, to July 1, 1925. The new contract does not meet the printers' original demand for a shorter workday. It runs for thirty months.

Slackening in steel-mill operations in the Youngstown (Ohio) district apparently has been checked, temporarily at least. While steel production shows a slight increase—the first in four weeks—operations of finishing mills were curtailed somewhat, leaving the industry as a whole operating at about 85 per cent of capacity.

To cut down expenses 400 employees of the Nashville, Chattanooga & St. Louis railway shops at Nashville, Tenn., were laid off. The layoff is indefinite, although officials hope that the men may be recalled within a month. The force includes about 200 mechanics and 200 helpers and unskilled laborers.

Due to the recent depressed conditions in the shipping industry, which have been responsible for a curtailment in the demand for new ships, the New York Shipbuilding corporation, in an effort to keep all of its plants in active operation, has converted one of its fabricating shops into a structural steel department.

The League of Nations is working out a pension scheme for its employees. The tentative plan provides for employees contributing 5 per cent of their annual salaries, the league treasury to contribute similar amounts. On retirement the employee would receive the accumulated fund, plus interest.

President W. M. Pettee of the Concord (N. H.) Carpenters' union announced that the union has accepted a compromise offer of 80 cents an hour offered by the contractors, with assurance of an additional increase to 90 cents next year. The carpenters asked for 90 cents an hour.

Bills for the creation of a minimum wage board and establishment of a 48-hour working week for women and children in industrial and mercantile establishments were killed when the New York assembly refused to direct a committee to report them.

Representatives of the St. Louis City Firemen's union informed Comptroller Nolte that the organization, by a vote of 7 to 1, had rejected the offer of a $15 per month raise for all firemen up to and including the rank of captain.

Car builders and inspectors who went on strike from the Boston & Maine in the shopmen's strike, two years ago, met at Charlestown, and voted not to accept immediately the declaration of the system federation executive committee that the strike is officially ended.

The Bethlehem Shipbuilding corporation is considering plans for the construction of a ship repair plant and iron and steel works at Honolulu.

A strike by union stevedores, truck drivers and other wharf laborers at Havana, Cuba, arose over working conditions.

The general swing toward Labor, which showed in the West Australian elections a short time ago, was accentuated in the recent South Australian elections. Labor gained considerably and probably will form a ministry under John Gunn, formerly a driver of an Aerated Water company's wagon.

Since its declaration on July 1, 1922, the shopmen's strike, involving approximately 800,000 employees on virtually every railroad in the United States, has cost the railroads about $125,000,000, according to estimates prepared by railroad executives.

To Educate Children in Labor Movement

An organization similar in purpose to the boy scouts and girl scouts, "elimination of the military and anti-social features of the present boys' and girls' organizations" was launched at New York by the International Ladies' Garment Workers union.

The organization is to be known as the National Council for Child Development, and it will consist of labor men and women and educators and parents. It is proposed to bring up the children of workingmen in an atmosphere friendly to the labor movement and to "acquaint the growing generation with the social and economic problems that face mankind and prepare it to share intelligently in the work of bettering society."

"Current interpretations of events of importance are governed by hatred, bigotry and class interests and give our children distorted views of life," says the statement of principles drawn up by the association.

Other Labor Notes

A comprehensive campaign for the organization of the steel industry in this country is now in formation.

The world's idle steam shipping declined approximately 2,200,000 gross tons during 1923.

As a result of the existing economic conditions, there is a widespread movement in Europe to disregard the eight-hour working day.

A school to train woman labor leaders has been established in Chicago by the National Woman's Trade Union League of America.

Exports of principal agricultural products for eight months ended February 29 were $1,208,238,000, compared with $1,233,716,000 a year before, an increase of 6 per cent.

Theatrical managers of Mexico City decided to stop all further activities and productions for the present, as they are unable to meet the demands of the syndicate of actors.

An average increase in wages amounting to 14 per cent will be asked by more than 1,500 platform men employed by the Detroit municipally owned street railway.

The Pepperell Manufacturing company, Biddeford, Maine, making cotton goods, announced a shutdown of its mills for two weeks, affecting 5,800 operatives. The dull cotton goods market was given as the reason.

Havana's 5,000 taxicab drivers joined the street car men in their strike, leaving the city with no means of transportation save for its approximately 4,000 privately owned automobiles.

Alarmed by the rapid growth of the recently formed union of theater treasurers, theatrical managers have warned their box-office employees that membership in the organization will [illegible].

Support of the movement for a constitutional amendment governing child labor was expressed in a statement issued by Rev. Dr. Worth M. Tippy, secretary of the commission on social service of the federal council of churches.

Abolition of the twelve-hour day in the steel industry is costing the United States Steel corporation about $35,000,000 a year, and is adding 10 per cent to the cost of operation, E. H. Gary, chairman, told stockholders at their annual meeting.

The British engineers and other shipyard strikers returned to work. The lockout, which had tied up all the country's shipyards since April 12 and made 12,000 men idle, ended as the result of the strikers' decision to go back to their jobs.

Extending its policy of progress through education, the National Women's Trade Union league will hold its first labor institute at the Brookwood Labor college, Katonah, N. Y., June 21 to 28, the week following its ninth biennial convention in New York City.

A committee to devise ways and means to collect a large "defense fund" during the next two and a half years, in preparation for the expiration of the printers' agreement with the New York newspaper publishers was appointed by Typographical Union No. 6.

The 6,000 employees of the Borden's Farm Products company, Inc., have been insured by the company for a total of $5,000,000. Those who have been with the company two years are insured for $1,000, those with one year's employment $750 and those with thirty days $500.

Fifteen thousand employees of the Interborough Rapid Transit company, New York, have been asked to submit to a wage reduction, effective on July 1. Last June the men received an increase of 5 per cent and it is this increase that they are now being asked to relinquish.

Advocates of the "open shop" movement have abandoned their fight with that particular weapon against organized labor in the South and have adopted a system of "industrial spies" in an effort to break down labor unions, was the statement made on the floor of the Georgia Federation of Labor by William Pollard, of Atlanta, of the electrical workers.

A rule requiring the employment of railway telegraphers in the operation of automatic printers was upheld by the United States railroad labor board. The decision applies on the Southern Pacific only, where the rule was in dispute.

On April 14 the Amalgamated bank, New York's first labor bank, owned by the Amalgamated Clothing Workers of America, celebrated its first birthday. Its resources amounted to $700,000 on its opening day; on its first birthday they totaled $3,200,000—an increase of $2,500,000 in one year.

COURT ENJOINS PAINTERS' UNION

Rules of Washington Local Are Declared to Be Unlawful.

Justice Stafford of the District Supreme court granted an injunction pendente lite against the Brotherhood of Painters, Decorators and Paperhangers of America, its local union, their officers, agents, servants, employees and attorneys from enforcing, or attempting to enforce, against the Barker Painting company of New York, which has a contract to paint the Walker hotel at Washington, rules of the union prohibiting non-resident contractors from importing more than 50 per cent of the men on a job and requiring such contractors to adopt shorter work day and higher scale as between their home town and the place of the job.

The New York corporation obtained the job in a competitive bid with local contractors, and when it advertised for painters to go to work, the business agent of the local union, the court was told, declined to permit any of the local union men to go on the job except on the conditions now enjoined by the court.

The court in the course of the injunction remarked that the rules now enjoined are "unlawful and that any attempt to enforce the same against the plaintiff will constitute an unlawful conspiracy against it, in violation of its rights and property rights, and that the plaintiff will thereby be put in immediate danger of suffering irreparable loss and damage."

General Labor News

The farm labor supply in Illinois is estimated at 85 per cent of normal in a report made public by the United States Department of Agriculture.

Japan lost 680,000 cotton spindles in the earthquake last year, but its 1923 production of cotton yarn was almost as large as that of 1922.

Bricklayers and plasterers of Manchester, N. H., have entered into contract with several local firms with the result that they will receive $1.25 an hour for a 44-hour week.

Eight hundred "sand bogs" who quit work on the New York-New Jersey vehicular tunnel in protest against alleged dangerous working conditions returned to their jobs.

An agreement by which firemen of the Elgin, Joliet & Eastern railroad are to receive 5 per cent increase in wages was signed by union and railroad officials. A similar raise was recently given the locomotive engineers.

Predictions that an actors' strike will be started throughout the country on June 1 were freely made in theatrical circles, after the producing managers' association had rejected a proposed compromise agreement.

A resolution to telegraph to the house judiciary committee a request to report favorably on a bill authorizing 2.75 per cent beer was adopted unanimously at a conference of 120 New York trade union officials.

The New York, New Haven and Hartford Railroad company announced that its conductors were granted the following wage increases: Passenger service—8¾ cents an hour; yard service—4 cents an hour; freight service—4½ cents an hour.

William A. Quesse, sentenced to prison on charges of conspiracy in connection with the Chicago flat janitors' strike of 1922, was pardoned by Governor Small. Nine flat janitors, convicted with Quesse, also were pardoned.

Railroad agents and telegraphers on the Spokane, Portland & Seattle railway, the Oregon Trunk railway, the Portland, Astoria & Pacific railway and the United Railways will receive an increase in pay of an average of 3 cents an hour. The increase is retroactive to November 1, 1923.

A strike of union carpenters in Pittsburgh, called April 1, was settled with the approval by the district council of the Carpenters' union of a one-year contract providing for a scale of $11 per day to replace the scale of $9.60 per day. The contract affects more than 5,000 men, it was announced.

The Amalgamated bank at New York, established by the Amalgamated Clothing Workers of America, celebrated its first anniversary by announcing plans which mark a radical departure from orthodox banking. Cooperative purchase and distribution to its depositors of coal, ice, and other necessities have been initiated with a purchase of 20,000 tons of coal.

A strike of 7,500 mineworkers involving 14 anthracite collieries of the Lehigh (Pa.) Coal and Navigation company, was ordered as a protest against 11 men being sent home when the gangway in which they were working was flooded with silt and water. The mine committee contended that the men should have been put at other work by the company.

A shortage of farm labor on April 1 was announced by the Department of Agriculture, which estimated the supply at 92 per cent of the demand. A year ago the supply was 88 per cent of the demand.

English mills spinning American cotton, which were to have gone back to full time operation in May, are to continue on short time until the end of September. It has been decided by the federation of Master Cotton Spinners. The decision means that 100,000 operatives will be limited to 28½ working hours weekly.

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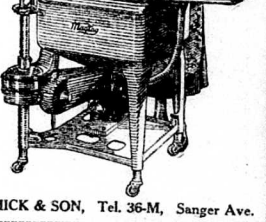
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WILL STABILIZE COAL INDUSTRY

Mine Workers' Journal's Comment on Three-Year Wage Contract.

Numerous coal mines will be closed permanently and many miners will resort to other work during the next three years, in the opinion of the United Mine Workers' Journal, official publication of the United Mine Workers of America.

These two actions will have a stabilizing effect on the coal business, for it will relieve the existing condition of too many miners and too many mines, according to the Journal.

With the wage question settled for three years, each coal company knows just what its labor cost will be. Those which can operate and make money will continue in business while the others will close, the Journal says.

"It has been apparent for a long time that there are too many bituminous mines," the article continues. "There is a normal demand for approximately 500,000,000 tons of bituminous coal annually, while the mines now in operation or in existence and ready for operation, could easily produce nearly 1,000,000,000 tons of coal each year. Thus there is a capacity to produce twice as much coal as the market can absorb.

"This means also that there are more people engaged in selling than are required to produce a sufficient quantity of coal to meet the demand."

There is a demand for labor in other industries and men who are unable to retain permanent employment in the mines can secure work in other lines.

General Labor News

The railway men throughout New Zealand struck for higher wages. All service was brought to a standstill.

The mills of the Ludlow (Mass.) Manufacturing association, employing 2,800, which closed April 12, resumed operations in all departments.

Journeymen painters of Kansas City, Mo., will receive $9 a day until June 1 and $10 a day thereafter until next April 1, under a new wage scale agreement.

Unemployment compensation, such as is paid in England, was demanded of the American government in behalf of the coal miners by President Freeman Thompson before the convention of Springfield (Ill.) subdistrict miners.

Between 8,000 and 10,000 yardmasters on railroads in all parts of the country will work nine hours a day instead of 12 under a decision handed down by Judge Cliffe of the United States district court, at Chicago.

Women employees in the British post office department have launched an "anti-rat" campaign through the civil service Clerical association, claiming that they are victimized by women chiefs. Men, they say, are courteous; but the women are terrible.

A federal jury at Cleveland awarded Stephen J. Nalty, sheet metal worker, $3,075 damages from the sheet metal workers' union in retrial of a suit charging that the union had refused to issue him a card which he went there from Pittsburgh.

All officers were re-elected for another year at the closing session of the annual conference of the Missouri Valley District of the International Typographical union at Topeka, Kan. The convention instructed the president and secretary to select the 1925 meeting place.

"The political attitude of the Brotherhood of Locomotive Engineers will be settled by delegates to the brotherhood triennial convention, which begins at Cleveland June 5 and continues for several weeks," Warren S. Stone, president of the organization, said.

In the short period of their existence four New York labor banks have accumulated total resources of more than $12,000,000, which, added to the resources of the eighteen other labor banks over the country, brings the whole to the large sum of more than $60,000,000.

Motormen and conductors of the Washington Railway and Electric company were granted a pay increase of 2 cents an hour. The new scale is 52 cents for the first three months, 56 cents for the next nine months and 58 cents an hour thereafter. Operators of one-man cars will receive 63 cents an hour.

Members of the New York Herald chapel appealed to the membership against the ruling of the executive committee, which held that the purchase of the Herald by the Tribune was not an amalgamation, but an ordinary sale, and that the Herald printers were not entitled to seniority rights in the Tribune composing room. The executive committee was upheld by an overwhelming vote. The former Herald printers will appeal to the international executive committee.

Many coal operators are considering the possibilities of increasing profits by mining shallow coal at a low cost following the announcement of the Gayle coal company that it would equip a strip mine near Duquoin, Ill., at a cost of $500,000.

The 378 men who walked out at the Midvale (Utah) plant of the United States Smelting, Mining and Refining company, Salt Lake City, when their new wage demands were not met, returned to work, accepting a 25-cent daily increase to be effective all year. The men asked for 50 cents daily.

CHILD LABOR BOSSES WOULD CONFUSE PUBLIC

Effort Made to Create False Impression Concerning the Proposed Law

WASHINGTON, May 15—Unfair employers would create the belief that the child labor amendment to the federal constitution, just approved by the house, would prohibit all labor by children under 18 years.

Efforts to change the age limit to 18 years is part of this propaganda, as was commenced by President Gompers in a public statement. The A. F. of L. executive said many persons have been deceived as to the meaning of the language employed in the amendment.

"The amendment would be an enabling act permitting congress to limit, regulate or prohibit the labor of persons under 18 years of age," said President Gompers. "The age under which the labor of children would be prohibited by congress would be governed by the demands of the people. Between that age and 18 years congress would limit or regulate the labor of children according to the sentiment of the people.

"I can not but believe that President Nicholas Murray Butler of Columbia college is one of those who has been grievously deceived, or he would not have written such a letter as he did to Senators Sheridan and Wadsworth, or he says:

"The notion that every boy and every girl should be kept in school or college until 18 years has nothing to commend it but sheer sentimentality.'

"Nothing is further from the facts, as has been noted," said President Gompers. "The people of the United States are determined that there shall be protection for the children. Any individual or political party that defeats the will of the people will be held responsible by the people."

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Carpenters and Joiners, Local 348—Meets every Friday evening, Carpenters' hall, Bailey block. C. A. Greder, 16 Oak street, secretary.

Letter Carriers, Local 515—Meets last Wednesday, at Postoffice. S. D. Jenkins, 10 Pleasant street, secretary.

Locomotive Engineers, Fort Halifax Division, 411—Meets 2nd Tuesday and 4th Sunday, Woodman's hall. George H. Pulsifer, 21 Boutelle avenue, secretary-treasurer.

Locomotive Engineers, Ladies Auxiliary—Meets 2nd and 4th Thursday, Woodman's hall. Mrs. Ida Goodwin, 16 Abbott street, secretary.

Locomotive Firemen & Enginemen, 555—John H. Townsend, 19 Redington street.

Loom Fixers, 350—Edw. L. Hancourt, 36 Water street.

Maintenance of Way, International Brotherhood, 623—Meets third Sunday. A. O. U. W. hall. S. W. Coffey, 153 College avenue, secretary-treasurer.

Musicians, Local 735—Meets 1st Sunday, 4 p. m., Drew's Band Hall, 165 Main street. Walter J. Heed, 14 West street, financial and recording secretary.

Painters, Decorators and Paperhangers, Local 1015—Meets 1st and 3rd Wednesday. W. Glazier, Vassalboro, secretary.

Postoffice Clerks, 761—Meet annually. E. L. Farwell, 5 Elm Court, secretary.

Railway Carmen, 894—Fred P. Farwell, 23 Oakland street.

Railway Clerks, 22—Meets 4th Tuesday, Modern Woodmen's hall. Ernest Cote, 11 Hazlewood street, secretary-treasurer.

Railway Trainmen, Kennebec Lodge, 334—Meets 2nd and 4th Sunday, A. O. U. W. hall. R. E. Timmins, recording secretary, 4 Merrill Ave.

Railway Workers-American Federation, Pine Tree Lodge, 144—Meets 1st and 3rd Tuesday, C. L. U. hall. Avery V. Carter, 10 High street, financial secretary.

Order Ray Station Employees, Waterville Division, No. 16—Meets 4th Monday, at 148 Main street. Robert Rogers, 12 Ash street, secretary.

Railway Conductors, — Waterville Lodge, No. 524—Meets first Sunday at 148 Main street. E. W. Cook, secretary.

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Typographical Union, No. 643—Meets first Thursday, 25 Silver street. Miss Portia Preshee, 2 School street, financial secretary-treasurer; Elmer Bragg, 19 Center street, recording secretary. Men, your Senators, and the President.

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MAY, 1924

SAFE AND SANE POLICY WILL GUIDE STATE LABOR CONVENTION

The convention of the Maine State Federation of Labor to be held at Calais next month will be, unless all signs fail, governed by reason and good judgment. There may come from some outside sources, as there usually does, attempts to commit organized labor in Maine to a more radical course than has characterized its procedure in the past but it may be confidently prophesied that such effort will be barren of the desired result.

The salvation of the labor movement lies in its adherence to the safe and sane policy which has guided its career in past years and the great bulk of the workers affiliated with that body may be counted upon to insist upon such adherence.

An unusual amount of interest is manifested in the forthcoming convention and the locals throughout the state are now electing delegates. In the past the choice has been well made and there is no reason for believing that there will be any change this year.

Many matters of importance to the wage earners of Maine will come up for consideration and matters of internal policy and organization are slated for discussion. Cool reason and sound judgment are requisites at such times and Maine labor men as a whole possess these to a marked degree.

It is safe to predict that the convention will come through in an orderly, profitable manner without having made any serious mistakes at a time when careful procedure is more than usually imperative.

LABOR IN MAINE WILL OPPOSE CANDIDATES WHO ARE PREJUDICED

It is generally recognized by the members of organized labor in Maine that the place to make their influence felt most effectively in the direction of electing fair lawmakers and officials is at the primaries.

If the wrong men are nominated the result of the election has little to do with the question. Whichever way it goes labor loses if the nominees are men naturally opponents of the workers' welfare.

With this fact well in mind members of organized labor are preparing to take an active part in the primaries with the intention of throwing all possible support to candidates who may be considered fair and just, regardless of party affiliation.

A glance over the field of candidates for nomination reveals a large number of candidates who, by their past records and character, may be considered good men to give the wage earners' interests honest and unbiased consideration.

There are others who, by their stand upon such legislation during previous incumbency of office and by their business and social affiliations may be considered at least doubtful. The men who have consistently and continuously opposed practically all legislation intended to benefit the workers will not receive the support of that class of voters.

Some of the candidates are so constituted, due to their environment and station in life, as to have little or no conception of the requirements of the workers, and even less sympathy with them. These candidates do not recommend themselves to the support of the wage earner, naturally, and labor may be counted upon to get back pretty solidly of the right candidates this year.

BOOTLEGGERS' UNION LATEST "CRACK" AT ORGANIZED LABOR

The first principle of a good joke is plausibility. The genius responsible for the dispatch appearing in the daily press relative to the protest of "the Bootleggers' Union" against any modification of the Volstead act lacks the first principles of a real humorist.

The idea of linking the bootlegging industry up with the trade union movement would, naturally, appeal irresistably to that portion of the daily press which is indefatigable in its efforts to "take a crack" at organized labor whenever the opportunity can be made to apparently appear; but we reiterate that the present instance is badly based, for it must be conceded that the gigantic bootlegging industry more properly belongs in the category of "big business" than in the labor movement.

Even the partially developed humorist responsible for the dispatch refers to the immense amount of capital which has been invested in the bootlegging industry, thereby placing it in the capitalistic class.

The idea of the bootleggers formally protesting to congress against the interference with their business is, of course, amusing, but it would have been much more plausible and, consequently more legitimately humorous, if the alleged organization had been made to appear under the guise of "the Bootleggers Corporation, Unlimited," rather than as a union of working men.

If you don't help to conduct the affairs of your union don't kick at the way others run them.

Hear both sides of any given proposition before you make up your mind about it. Nobody knows better than a union man that there are two sides to every story and that frequently only one is told.

GOOD WORKMEN GET FIRST PREFERENCE IN SLACK TIMES

These are the days when the good and conscientious workman realizes that it pays to be that kind. With employment none too brisk in many lines the employer naturally holds onto the good man and lets the "short production" fellow take a vacation.

It is always good business to give the greatest possible value for the money you receive, whether one is selling services or merchandise. Good value in merchandise makes steady customers and good value in services makes steady employment.

That is a rule that has never failed yet and there's no immediate prospect of a change.

To ruin an industry that pays the wages is like killing the goose that lays the golden eggs; tough on the goose and certainly detrimental to the egg supply.

Other Labor Notes

The first bank in Montana controlled entirely by union labor was opened at Great Falls when $70,000 of the $100,000 capital stock of the Northern National bank was turned over by former owners to the representatives of the Great Falls labor unions and the railroad labor organizations having headquarters in that city.

The League of German Labor Unions issued a call for May day demonstrations, which said they should be held only where they would be without serious damage to the workers, and the call omitted the usual demand for international reconciliation and permanent peace.

Joseph P. Valentine's resignation as president of the International Molders' union and the succession of Michael J. Keoh of New York was announced. It is understood Mr. Valentine, long in failing health, will also resign as vice president of the American Federation of Labor.

In the first nine months of 1923 Great Britain lost 20,500 skilled craftsmen from its metal and engineering trades through emigration, and 2,207 of these have taken up permanent residence in the United States, according to an official statement in the house of commons.

The Carnegie Steel company has received a contract for 6,000 tons of steel material from the Newport News Shipbuilding company, to be used in steamships being constructed by the Clyde line.

Refusal to join in a movement to extend industrial unionism among railway workers was one of the decisions of Division 4, Railway Employees' department of the American Federation of Labor, representing about 2,500 shopmen of the Canadian railways, in session at Montreal.

The lead belt of St. Francis county, Mo., was threatened with a suspension of lead ore production following a strike of miners employed in shafts 3 and 4 of the St. Joseph Lead company's mine at Flat River. The general cause of the disaffection was the objection of the men to scales the company has been using to weigh ore.

An agreement extending the present wage scale until March 21, 1927, was reached by representatives of the Monongahela Coal association and Soft Coal District 19, United Mine Workers of America. The terms were the same as those of the Baltimore conference wage scale agreement between the northern West Virginia coal operators and the miners' union at Baltimore.

Operators representing about thirty coal mines in the Kanawha field held a conference at Cincinnati and decided to break off all negotiations with the union, at least for the present. They agreed that inasmuch as there is no pressing demand for coal, they would make no effort to operate their mines for a time.

The Washington (D. C.) Master Builders and Contractors' association voted to forbid their boss plasterers to pay any increased wages, lower working hours or give bonuses. The union men, who are asking $14 a day instead of $12 and who want the working week reduced from five and one-half days to five days, had announced that their demands would be insisted on.

A wage reduction of 12½ per cent has been reported from one Connecticut mill, but no general wage reduction movement has yet started.

A movement has been started in Utah to raise a fund of $100,000 for the support of the widows and other dependents of the 172 miners who lost their lives in the recent catastrophe in the Castlegate mine.

The strike of six crafts of railroad shop mechanics of the Boston & Maine railroad, which began July 1, 1922, was called off by the union of the federated crafts, effective April 7. Financial inability to prolong the struggle further was given as the reason for the union's action.

Boxing is work or employment, at least, according to the Ohio state industrial commission, when it decided to pay the medical expenses incurred by Mrs. Gertrude Davidson when she broke her arm during a pugilistic exhibition in a Cincinnati theater last November.

Another outbreak of labor troubles in Great Britain is threatened by the election of A. J. Cook, leader of the radical faction of the South Wales district, as secretary of the National Miners' federation, succeeding Frank Hodges. M. P. Cook was formerly a Baptist preacher. The miners are now demanding a wage increase.

A total of 1,960,000 employees were on the pay rolls of 1,428 representative United States factories at the end of last year, as against 2,016,000 on November 30 and 1,877,000 at the end of 1922.

BOX BOARD INDUSTRY ADOPTS 8-HOUR DAY

WASHINGTON, May 15.—Announcement is made that representatives of the box board industry, at a conference here, have agreed to institute the eight-hour day and eliminate Sunday work.

The conference was called by Secretary of Labor Davis, who told these business men that legislation would outlaw the long work day if they do not act. The cabinet official read a letter from President Coolidge, who expressed the hope that "you may find a method to abolish the alternating week of 11-hour and 12-hour shifts.

"I believe," said the president, "that in the long run it will be found more satisfactory to have the usual hours which now prevail in industry and the usual cessation of work on Sunday."

COAL ROADS PROSPER

NEW YORK, May 15.—The first quarter earnings of the hard coal roads show Delaware, Lackawanna & Western and the Lehigh Valley railroads with the highest profits in their histories, except for the first quarter of 1923 when large quantities of coal were moved in anticipation of a coal strike.

Iron Workers Win

NEW YORK, May 17.—Structural iron workers employed by the Thompson-Starrett company have ended their short strike. A wage $12 a day is agreed to.

FAVOR SOLDIER'S BONUS

WASHINGTON, May 15.—By a vote of 5,369 to 91, ex-service men residing in Congressman Jacobstein's district, New York state, declared for some kind of a soldier's bonus. Those favoring a bonus were equally divided between cash and insurance.

STEREOTYPERS ADVANCE

LEXINGTON, Ky., May 15.—Stereotypers employed on newspapers in this city have raised wages $1.25 a week. The new rates are: Foremen, $45.25; journeymen, $38.50; apprentices, $22.80.

MACHINISTS RAISE WAGES

PEORIA, Ill., May 15.—Organized machinists have raised wages 5 cents an hour. The new minimum is 95 cents.

STEEL PROFITS UP; ALL RECORDS BROKEN

NEW YORK, May 15.—In the first three months of this year the steel trust reports a net profit of more than $50,000,000. This is the largest net of any period-time quarter in the trust's history. In March of this year profits totaled $19,005,475. This is at the rate of more than $57,000,000 for the quarter. These profits are after the trust set aside $12,274,972 for depreciation.

This latest report is the clearest refutation of the judgment of trust officials who predicted disaster to this industry if the long work day were abandoned.

Instead, the steel trust is enjoying most prosperous times. The same condition exists in other steel corporations. The Bethlehem steel corporation disposed of $30,000,000 six per cent gold bonds last week without placing them on the market. This company is the largest of the so-called independents and controls the Lackawanna, the Midvale and Cambria steel companies.

HUGE COPPER PROFITS

NEW YORK, May 15.—The Anaconda copper company reports a net profit last year of $8,767,814, after interest, taxes, depreciation, and other charges were paid. These profits compare with $2,530,877 the previous year.

STATE UNIONS TO MEET

FAIRBAULT, Minn., May 15.—Officers of the Minnesota state federation of labor have issued a call for the annual convention to be held in this city beginning Monday, July 21.

INCREASED ACCIDENTS COSTLY TO EMPLOYERS

MADISON, Wis., May 15.—The increased number of industrial accidents in this state has forced the Wisconsin compensation board to order a 15 per cent increase in compensation insurance rates.

The board points out that reduction in insurance costs is possible if employers will make greater effort along safety lines.

Steamfitters Advance

CLEVELAND, Ohio, May 17.—Steamfitters have advanced wages 12½ cents an hour. The new rate is $1.87½.

DRESS MAKERS WIN

CHICAGO, May 15.—Striking dress makers have secured a signed agreement with Hyman brothers. Other employers urged this concern to maintain its anti-union attitude, but the failure of the policy indicates that others will break. The workers' victory is important because the allied employers' organizations, together with the state's attorney, the police and Injunction Judge Sullivan, are aiding

OIL PROFITS JUMP

NEW YORK, May 15.—Oil companies are reporting increased earnings this quarter over the same period last year. The Standard oil group leads with Standard oil of Indiana reporting more than $41,000,000 profit after all charges have been paid.

Political Advertising

VOTE FOR
HARRY MERRILL
Gray
Candidate for Republican Nomination for
SHERIFF
CUMBERLAND COUNTY

VOTE FOR
STEPHEN E. CORDWELL
Candidate for Republican Nomination for
STATE REPRESENTATIVE
Westbrook

VOTE FOR
CHARLES J. NICHOLS
Candidate for Republican Nomination and Re-Election for
STATE REPRESENTATIVE
Portland

VOTE FOR
ALEXANDER SPEIRS
Candidate for Republican Nomination and Re-election for
STATE SENATOR
CUMBERLAND COUNTY

VOTE FOR
EDWARD W. ATWOOD
Candidate for Republican Nomination for
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Business concerns which bid directly for Labor's Trade by Advertising in Labor's Paper.
Co-operate with those who co-operate with us.

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See that you do—On sale at Leading Grocers.
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We Solicit Your Patronage
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SOUP, MEAT, VEGETABLE, DESERT, DRINK Included
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AT THE RIGHT PRICE
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And Our Auto Will Be At Your Door

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HARDWARE AND BUILDING SUPPLIES

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SEWING MACHINES
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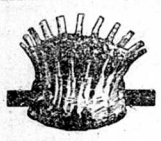

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HOSIERY—We are specializing in $50, $1.50, and $2 qualities that cannot be duplicated.
CORSETS—ALL STYLES AND MAKES—$1 to $10

IDA TAYLOR HERSOM 73 MAIN ST.

The material is black satin and the dress has a scarf trimming in flesh pink crepe. The scarf is part of the dress in the front, being set on as a yoke at the back and knotted as fancy dictates. At the right a beige dinner dress of georgette follows the mode in this rather elaborate design. Trimming consists solely in the puffed collar and the whole inset sections of lace dyed in the exact shade.

Simple Line Now in Lead in Paris

Afternoon Dinner Gowns With Short Capes Are Being Shown.

A Parisienne well versed in the art of dress cast recently that one saw as many and as smartly dressed women in New York as one would see in Paris. This may have been a subtle bit of flattery, says a fashion writer in the New York Herald, but in truth there is so much of interest in the costumes of the women in New York one may study them unceasingly without having finished the inexhaustible subject.

Lending additional point to the remark of the Parisienne is the protest from the other side that manufacturers on this side have exploited the very thing that the makers abroad have desired to feature. Before the directoire frocks from Paris had even had a chance to see the daylight of New York some of the shops were showing some very creditable productions in this period.

Both sides of the water the claim of creator of the tailor-made suit is put forth. Most authorities give the American designer the credit for its appearance in its present form, but it must be remembered that as long as three seasons ago the French designers began sending us an occasional suit which they called classic, from its perfectly plain, long lines. This suit had a slightly curved line at the sides.

To the average woman, however, the source of the clothes she wears is of trifling import compared with the effect and the chances of the survival of this or that mode for which she has a predilection or a prejudice.

Few Extreme Models.

At the present time the American woman is keeping up her reputation for clinging to a manner of dress very like a uniform. She adopts this form of dress because a costume quiet and not too extreme is in better taste in public places and in large cities. Perhaps this is the reason that the couturiers in Paris are very apt to have a second showing of gowns for their own Paris clientele after the openings for the American buyers are over. After they have shown them the extreme things—things which are frequently modified and changed later for the American woman—they settle down to picking and adapting for the French woman, so the thing is about equal.

Few of the costumes seen at this time show anything startling in an extreme way, but the subtle changes that make for the correctness of dress are apparent. The extremely close small hat is worn by the younger set and the woman who can carry off the trying lines, but there are also hats which have more flare to the line as well as more trimming to soften the lines. The colors continue to be more or less conservative, too. Hats from Paris have not borne out the assertion that smallness was the desired note, although that is not to say that the extreme small hat will not be pushed by the milliner or demanded by the American woman.

Difference in Sleeves.

It is amusing to note that the length and breadth of sleeves varies with almost every make, and on whatever other point they may agree, the details of the sleeve seem to differ. The short sleeve is shown on the afternoon gowns by Paquin, or when they are long they are also loose. Other makers like the tight sleeve and introduce it on every occasion. A few of the frocks have the full gathered sleeve and the very elaborate dinner or afternoon dress is usually sleeveless. The very wide and open sleeve is not seen unless on a very formal dress and then is of lace or chiffon.

Paton shows in his collection many white overblouses practical for many occasions when worn over a slip of black satin. The slips are, strangely enough, sometimes of the new artificial silk plaited. Embroidery in many colors is used to trim the blouses, which are either of white chiffon or crepe. A white chiffon blouse is belted at a low waistline and is open in front in coat effect. The embroidery is used as a border on the fronts and in a large triangular patch at the sides. The sleeves are long and at the wrist are gathered into very narrow cuffs, with great triangles of the embroidery just above.

Among the most striking of the models shown are those for the dinner hour or for late afternoon. Some rather more elaborate are practical for the dinner hour and then for the theater or informal dance afterward. One could find very useful for just such occasions a dinner frock of pink chiffon by Charlotte. It has two curved flounces at the bottom of the front of the skirt and at the back of the dress is a little cape of lace, otherwise the dress is a straight chemise. The flounces of the lace are joined at the sides so that they almost reach the hipline and a rosette of the lace is used as a finishing point to the ruffles.

This frock was well received by the women. In itself the design is quaint and attractive, especially for a young girl, and when one stops to think how long it is since a pink frock has appeared on the horizon it seems almost sensational in spite of its modesty.

For Afternoon Tea Hour.

For the restaurant or for the afternoon tea hour there is a frock by Caret which probably will be the forerunner of other models on this same type. It is of beige georgette, with wide bands of lace set in both the cape and the dress.

A third dinner dress, showing the cape of diaphanous fabric, is of metal lame, with an overdress of brown lace. Bronze beads serve to mark the lines of the overdress. A panel of the beads at the front of the skirt is about four inches wide and ends in a point just above the waistline. A narrow line of the beads bends the slightly gathered skirt at a low waistline. The waist of the lace is open in a deep point over the metal lame, and the cape is attached at the shoulder line and down the long, tight sleeves, also of lace. Underneath the metal cloth is cut in a straight line across from under the arms, with narrow shoulder straps making a plain straight slip.

Much amusement has been created by the choice of the names which the French couturiers have selected for their most fascinating gowns. Evidently they intend to convey a compliment when they select names which they consider typically American and the graceful act is received as such. Nevertheless one gasps at a most charming coat by Jean Patou when the name is announced as "Yes, We Have No Bananas." Other names are quite as strange.

Pinkish blonde is the color of the velvet of which the coat in question was made, and the embroidery was in a rather conventional design in gold, silver and bronze, with spaces cut out to show a lining of self-colored satin. Fitch fur was used for the very large collar on this wrap.

Trimming Ideas.

As a matter of fact the trimming ideas of the eighteen-thirties and any period available have been borrowed to trim certain types of dressed of the day. Paquin uses the looped fabric trimmings of the same material as the dress, and on his taffetas for afternoon wear trimmings of narrow puffings are seen which start at the waistline and continue in spiral fashion around the skirt to the hemline. The Miller furs use tucks on some of their models, bands of the tucking being inset between bands of the plain material. Clipped feather trimmings is seen in border effects all around the edges of some of the wraps, also mandarin coats of furs for afternoon wear.

Cotton Materials for Warm Weather

Many Charming Spring and Summer Fabrics Ready for Women's Wear.

Some of the spring and summer fabrics are most engaging, notes a fashion writer in the Portland Oregonian. Outside of the many silk crepes and lovely designs in knit materials there is a world of cotton materials that fairly sings spring and cool summer days.

Linens are more interesting than ever this year. The colors range from very dark browns and blues to light tans and lovely lavenders and the inevitable greens that are so much the thing worn. They make up nicely in tailored frocks with smart little round collars in contrasting colors and materials. Organdies and voiles may be used for a softer note.

In the gingham textiles there are patterns of plaid and stripes and checks. Stripes may be made up with the stripes making the main feature of the dress, having an up-and-down stripe in the blouse contradict a stripe that goes around in the skirt with such subtle design that one does not realize the sharp contrast.

In the crepes of the cotton class there are delicious imported ones that come in very delicate colors of rose, green, blue, lavender, yellow and gray. Small squares and triangles are formed in some of the crepes with the use of a silk or fiber thread that runs through the material.

Quite new and equally as pretty as new are the ratines. One of the most interesting is the ratine on a voile background. These may be had in large or small checks or stripes. Trimming may consist of the voile or ratine to match.

The sport ratine is a great favorite. In this one finds wide or more narrow bands or borders along one side of the material which makes up wonderfully effectively into whole dresses or skirts with the blouse of the plain. There is decided satisfaction in a dress of this nature.

If one wishes, there are the plain colors and also the heather ratines. Some are designed with dropped stitches to make the cross checks or bars of the nature of drawn work.

What of voiles and Swiss dotted materials? Well, they are more varied than ever and one can hardly draw themselves away from the rows and rows of attractive patterns and colors. These make up so nicely with plain voiles or lace.

Very dainty and demure are the Persian prints that are ever new and fresh-looking. If for no other reason than to satisfy a longing for the dainty patterns and different colors and designs that may be worked up from this particular textile, one should have at least one or two dresses for street or house wear.

With all these to choose from and many more not mentioned there is ample room for original and distinctive choice of color and design.

White Pearl Buttons on Overblouse Suit

For street or afternoon wear, this smart black satin overblouse, trimmed and piped with white satin, is fastened with large white pearl buttons.

Winsome Accessories Appeal to All Women

With simplicity the rule, it follows that accessories loom large in importance and the woman of fashion selects every detail with rare discrimination.

Earrings have suddenly regained their prestige and are shown in a wide variety of new designs, most of which are quite long and of the filigree type set with semi-precious stones. Both powder blue, the new color, and a brilliant red called grapy are a feature of costume jewelry.

The newest envelope bags have fob ornaments of beads or brilliants which are attached to a tiny pocket just large enough to hold a gay chiffon handkerchief.

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Always showing the newest and latest in up to the minute merchandise at moderate prices. Your inspection of all merchandise is invited.

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Featuring the well known brands as "Adler Collegian" clothes; "Lamson-Hubbard" Hats; "Crossett Shoes"; "Ide Shirts and Collars". If it's At merchandise you want you will find it at

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Doors, Windows, Paints

Asphalt Shingles and Everything for the Builder Including a Full Line of Carpenters' and Masons' Tools

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"The Store With Extraordinary Values"

MARKSON STORES EVERYWHERE IN NEW ENGLAND

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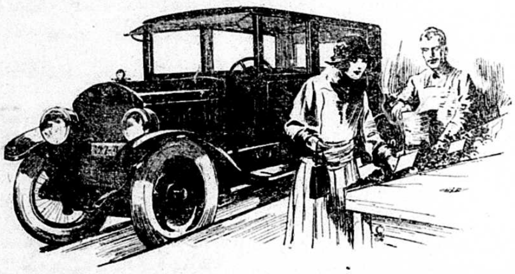
Labor's Buying Guide



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THE IDEAL CAR
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ALMOST EVERY WAGE EARNER CAN OWN HIS OWN CAR NOWADAYS

Good Cars Obtainable at Modest Prices and Easy Terms. Open Up Wonderful Possibilities for Utility and Pleasure for the Worker and His Family.—Quick and Pleasant Transportation to Work and Healthful Outings

The time when an automobile for the workingman might exist only as a dim hope for far distant acquirement is past. As conditions are today there are few among the wage earners who cannot easily acquire and maintain their own car without incurring unjustified expense.

The market is full of possibilities. It may be said that there is a car to meet every man's purse and terms to match every man's convenience. The prospective purchaser may take his choice of a thoroughly good new car at a low price or a perfectly dependable used car of more expensive make for a very reasonable sum if his purchasing powers be limited to a few hundred dollars. He may go as far above a thousand and get any sort of a higher priced car his fancy may dictate and his available funds permit.

New or Used Cars

Manufacturers of cars to sell new at a low price have succeeded in producing machines which combine perfect mechanical reliability with attractive appearance, durability and comfort. Competition during the past few years has created a high standard of excellence in low priced cars and the purchaser can secure a mighty good car for a very little money these days.

In the used car field there are some excellent opportunities for buying well but the prospective owner should use care, for, of course, if he knows nothing of automobiles he is at the mercy of the seller. The majority of dealers in used cars are honest men who depend upon satisfied customers for future business—but there are others. With a dependable dealer to do business with the man looking for a good used car at a low price can usually get a satisfactory trade and the opportunities are countless.

The question of which is the better buy, a good used car or a new one, is for the individual to decide for himself.

But the point is that any man earning an average wage can afford and finance a car of his own—and the minute he possesses one life opens up new and wonderful possibilities for him and his family.

Not by any means is a car for the wage earner to be regarded solely as a luxury, or a means of pleasure, though the possession of one surely does make life brighter and happier.

Transportation to and From Work

The workingman who owns his own car has at his hand a means of transportation to and from his work that is of inestimable advantage. He no longer has to spend valuable time at the curb mornings waiting for a street car to take him to his place of employment and at the end of his day's work an invigorating spin takes the place of a long, dragging trip in a packed car; usually standing up on feet that have well earned a rest after a hard day's toil. He gets home earlier, freshened and invogorated rather than worn out and the sum total of his own and his family's happiness increases by a large percentage right there.

After his evening meal the car is ready to take the family out for a ride through the country, to the shore or to whatever destination may be desired. Picture show admissions and carefares transformed into gasoline and oil pay a far greater dividend in health and happiness for all hands.

Glorious Outing Trips

On Sundays and holidays in summer glorious trips may be taken to the beach or other places of recreation, or delightful picnic parties may be planned. The Maine workingman and his family who have a car have an opportunity to see something of their state's natural beauties, attractions which bring tourists here from all over the country. For that matter he and his may turn tourists themselves if they wish, and other conditions permit, and drive clear across the continent, or anywhere else they wish to go.

Liberty takes the place of bondage for the workingman and his family when they get into the car owner class.

Home in the Suburbs

The workingman who owns his own car can live about where he pleases so far as distance is concerned. He can bid good bye to the stuffy city apartment and get out into the suburbs or the country, where he can live under much better conditions at a lower rental, or own his own home. This in itself is a blessing to his family, particularly if he has children.

This article gives the merest outline of the advantages and pleasures accruing from owning one's own car. Talk it over with some of the dealers represented in the advertising columns of this paper. They advertise in Labor's paper because they want Labor's trade and they will gladly give you all the information and assistance you desire, whether you buy their car or not. They are only too glad to help you.

AND once you make up your mind that you are going to have a car, absolutely and positively going to have it and have it NOW, you'll be surprised to find out how easy of attainment your ambition is.

AFFORDING A CAR

Can You Afford Not to Own One? The Question

It's no longer a question of whether a man can afford to own an automobile; now it's can he afford not to. If his time has any value, if the happiness, health and contentment of his family is at stake, he can't afford not to.

There are so many cars at prices to meet practically every man's means these days that the expense involved in owning one may easily be considerably less than the expense of not owning one.

There are many cars the up-keep and operating expense is so little that the carfare involved in a family outing will run to more than the expense of operation for the trip. No man should take on a car expense beyond his means but if he has any means at all he'll find plenty of opportunities to own his own car and yet keep within them.

A little investigation will speedily convince any wage-earner of this fact and once he has his car he will wonder how he ever figured that he could afford to go without one.

BUSINESS AGENTS

Progressive Unions Find a Car for Them Profitable

Labor organizations who require the services of a business agent, if they realize the value of time in connection with his services, sees that he is supplied with a car nowadays.

He can cover enough more ground in a day and accomplish enough more good for his organization to make the investment a big dividend payer. No progressive business concern, even though small, attempts to have its salesmen cover the ground without a car and any union important enough to require the regular services of a business agent can afford to keep him on foot.

Reliable cars at small cost advertised in this labor paper, fill all requirements.

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Barbers (Journeymen) 493; Elery H. Folsom, 298 Water St.
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Bookbinders, 218; Nathan Witherell, 21 Florence.
Boot & Shoe Workers, 469; Kelsie L. Black, Child St.
Bricklayers & Plasters, 9 James J. Conley, 111 Bridge.
Carpenters & Joiners, 914; Ira H. Foster, Eastern Ave.
Electrical Workers, 374; Alfred L. Tavenier, 17 Summer.
Federal Labor Union, 11434; J. S. Cartlidge, 20 Summer.
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Letter Carriers, 467; Charles G. Crowell, 149 Cony.
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Papermakers (Cushnoc), 39; Earle L. Flagg, 51 School.
Papermakers (Pirigo), 84; H. F. Kittredge, 9 Belfast.
Plumbers & Steamfitters, 643; Bernard C. Dowe, Box 69.
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Post Office Clerks, 172; A. I. Handy, Augusta, Me.
Printing Pressmen, 269; Chas. W. Smith, 8 Cedar.
Pulp, Sulphite & Paper, 57; James Pellitier, 43 Monroe.
Street Railway Employees, 724; Samuel E. Chase, 25 Water, Hallowell.
Typographical, 380; C. A. Plummer, 7 West Crescent.

BAILEYVILLE (WOODLAND)

Central Labor Union; John McCarten.
Carpenter's & Joiners, 2400; E. C. Abbott.
Electrical Workers, 1057; Roscoe A. Whittier, Box 470.
Papermakers, 146; D. E. Depuis, Box 323.
Pulp, Sulphite & Papermill Workers, 51; Geo. McKenzie, Jr., Box 321.
Pulp, Sulphite & Papermill Workers, 27; John M. Colpitts, Box 185.
Retail Clerks, 45; Albert McLellan.
Stationary Firemen & Oilers, John McCarten.

BANGOR

Bangor Central Labor Union; John H. Ambrose, 80 Lincoln.
Barbers (Journeymen) 211; M. F. Hughs, 21 Central.
Bricklayers, 7, Walter H. Sturtevant, 13 Jackson.
Carpenters & Joiners, 621—John H. Amborse, 80 Lincoln.
Cigar Makers Union, 179; E. J. Maynard, 67 Pearl.
Federal Employees, 88; Lester A. Colby, Custom House.
Granite Cutters; Lionel D. Phillips, 230 Wilson St., Brewster.
Letter Carriers, 391; James H. Sullivan, 145 Birch.
Locomotive Engineers, 508; J. J. Ferry, 73 Second.
Locomotive Firemen & Engineers, 514; E. W. Jones, 624 Hammond.
Molders Union, 101; George Townsend, 321 Ohio.
Musicians, 768; Hugh E. Rice, 98 Main.
Painters, Decorators & Paperhangers 687; C. H. Smith, 45 Boyd.
Post Office Clerks, 536; Neal E. Brennan, 7 Birch.
Railway Carmen, 404; Robert Cochran.
Railway Clerks, 76; J. W. McGuire, 7 South.
Railway Conductors, 403; H. N. Plaisted, 58 Lincoln.
Railway Mail Association; T. W. Bickford, 39 Jefferson.
Railroad Station Employees, 17; Harold E. Hanson, 240 W. Broadway.
Railway & Steamship Clerks, 970; Irma M. Ray, 135 Thatcher.
Railroad Trainmen, 443; Wm. H. Sutherland, 291 Wilson, Brewer.
Stage Employees, 198; Harry K. Thayer, 23 Burr St., Brewer.
Telephone Workers, 8; Wm. T. Hinkley, 5 Broadway.
Telephone Operators, 26A; Bessie Shaughnessy, 145 Pine.
Typographical Union, 446; Henry J. Thibodeau, 67 First.

BAR HARBOR

Bricklayer's Union, 4; J. M. Milliken, 3 Hancock Place.
Building Trades Council; J. Murray Higgins, Glennery St.
Carpenters & Joiners Union, 459; J. S. Horton, Bar Harbor.
Mores, 35 Mechanic.
Electrical Workers, 872; James M Royal, 58 North.
Letter Carriers, 92; Frank S. Wakefield, 63 South.
Letter Carriers, 768; Eugene H. Higgins, 49 Greeley Ave.
Painters, 142; A. A. Hamor, Box 88.
Post Office Clerks, 1799; Winfield C. Hodgkins, 45 Pine.

BATH

Barber's Union, 820; Charles H. Morse, 520 Washington.
Blacksmiths, 331; Joseph LeClair, 842 Middle.
Boiler Makers & Iron Ship Builders, 168; Jos. McCormick, Box 365.
Carpenters & Joiners, 1663; Fred W. Freeman, 12 Charles.
Carpenters (ship), 2000; Charles D. Machinists, 733, Harold E. Cutting, 625 Washington.
Marine Engineers, 82; Augustus Leonard, 169 Front.
Musicians, 760; Harold E. Cutting.
Painters, Decorators & Paperhangers, 355; Chas. Pratt, 10 Cobb Rd.
Plumbers & Steamfitters, 717; Allen Morse, Upper Washington.
Post Office Clerks, 520; Milton H. Douglas, 23 York.

BELFAST

Letter Carriers, 584; Thomas E. Bowker, 20 Miller.

BIDDEFORD

Barber's, 708; Alex Garon, 234 Main St., Saco.
Bricklayers, Masons & Plasterers, 14 Justice B. Cobb, 107 Temple, Saco.
Carpenters & Joiners, 1123; Felix Hooper, 40 St. Mary.
Cigar Makers, 40; Thomas Parady, 40 Washington.
Letter Carriers, 166; E. F. Whitney, 54 Adams.
Loom Fixers, 54; Alexis Bisaillon, 22 King.
Maintenance of Way, 1439; Dennis O Meara, 67 Bradbury.
Molder's Union, 288; E. P. Wilson, 43 Middle St.
Musicians, 408; Hugh A. Milliken, 18 W. Myrtle.
Plumbers & Steamfitters, 708; Charles Tomlinson, 135 Hill.
Post Office Clerks; Eugene Hanson.
Warp Men's Union, 21; Ernest Vallieres, 63 Maple St., Saco.
Weavers, 20, Mrs. C. Paul, 42 Jefferson.

BLUE HILL

Granite Cutters; W. E. Stover.

BROWNVILLE

Locomotive Engineers, 440; C. H. Small, Brownville, Jct., Box 66.
Locomotive Firemen & Engineers, 469; J. H. Adair, Brownville, Jct.
Maintenance of Way, 248; R. H. McAfee, Brownville, Jct., Box 114.
Railway Conductors, 663; W. F. McCann, Brownville Jct., Box 84.

BRUNSWICK

Bricklayers, Masons & Plasterers, 6; John E. Atkinson, 6 Bowker.
Letter Carriers, 676, F. C. Whitten.
Maintenance of Way, 1777; Ellis Manter.
Maintenance of Way, 622; John Crimmins, 18 Potter.
Mule Spinners, 16; Telesphore Renard, 12 High.
Post Office Clerks, 1034; Edrice Wheeler.
Pulp, Sulphite & Paper Mill Workers, 72; Jerry Allard, 21 Prospect.
Railway Carmen, 579; Royal E. Hamlin, P. O. Box 217.
Railroad Signalmen, 115; E. L. Haley, P. O. Box 217.
Railway Station Employees, 18; Thomas T. Rideout, 68 Federal.
Textile Operators, 48 Emile Dionne, 67 Cumberland.
Textile Workers Union, 41; Henry Morin, 23 Water.

BRYANT'S POND

Maintenance of Way, 32; Rupert K. Hathway.

CALAIS

Bricklayers, 15; Earle Crosby, Calais Ave.
Federal Employees, 70; H. R. Gillis.
Locomotive Engineers, 607; Lewis Stayer, Box 232.
Locomotive Firemen & Enginemen, 593; Leonard J. Grant, 142 Union.
Maintenance of Way, 425; S. G. Chandler, Ayers, Me.
Post Office Clerks, 1835; Clarence Haurd, 24 Barker.
Railway Carmen, 263; J. W. McCraken, 109 South St., Milltown, N. B.
Railroad Trainmen, 739; Roscoe A. Constantine, 51 Down St.

CAMDEN

Carpenters & Joiners, 1471; Robert U. Coates, 6 Oak St.

Continued on next page

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(Continued from last page)

Letter Carriers, no. 662; Leo Strong.
Post Office Clerks, 640; D. J. Dickens.

DERBY

Blacksmiths, Piscataquis, 3; Ora McKeen.
Machinists, 1215; Fred A. Noyes, Box 41.

DEXTER

Letter Carriers, 1804; R. W. Lowell.
Textile Workers, 1414; David Roach, Box 525.

DOVER

Letter Carriers, 1886; George E. Page.

EAST LIVERMORE

Central Labor Union; Wm. C. Moulton, Box 21.
Carpenters & Joiners, 1963; Harold W. Quimby, Chisholm.
Glove Workers, 60; Margaret F. Jewell, Chisholm.
Electrical Workers, 1110; Frank L. Scudder, Livermore.
Machinists, 375; David McRae; Livermore Falls.
Molders, 113; Frank L. Moran, Box 40, Livermore Falls.
Paper makers, 11; J. O. Poulin, Chisholm.
Pulp, Sulphite & Paper Mill Workers, 8; S. A. D. Goodwin.
Retail Clerks, 202; E. H. Webber, Falls.
Stationary Firemen, 70; Arthur Jarvis, Livermore.

EAST MILLINOCKET

Federal Labor Union, 13053; George B. Howatt.
Papermakers, 15; C. E. Pomeroy, East Millinocket.
Stationary Firemen, 261; James L. McDonald, Box 231.

EASTPORT

Letter Carriers, 1353; Victor Spear, 3 High St.

ELLSWORTH

Letter Carriers, 1923; Harold F. Hawkes, 11 Youngs Ave.

ENFIELD

Pulp, Sulphite & Paper Mill Workers, 26; Arthur Graham, West Enfield.

FORT KENT

Maintenance of Way, 44; Fred F. Paradis, Box 21A.

FRANKLIN

Granite Cutters Union; Frank H. Joy, East Franklin.
Paving Cutters, 96; M. W. Eldridge.

GARDINER

Letter Carriers, 774; John W. Grant.
Post Office Clerks, 1496; Edward L. Harriman.
Railroad Telegraphers, 140; H. N. Bates.

GRINDSTONE

Railroad Telegraphers, 83; J. L. Robbins.

HALLOWELL

Granite Cutters; George A. Cole, 33 Winthrop.
Knights of Labor Shoe Cutters, 1555; Webster T. Getchell, 6 Middle.
Letter Carriers, 1361; Charles E. Fuller, 21 Lincoln.
Paving Cutters, 167; F. W. Ela, R. 5, Box 8, Augusta.
Post Office Clerks, 1789; A. R. Fish.
Quarry Workers (Lumbers Union,) 119; Geo. Varney, 56 Middle.
Quarry Workers, 29; John H. Ellis, Jr., 20 Florence.

HOULTON

Electrical Workers, 37; W. R. Gerow, 44 High St.
Electrical Workers, 74A; Gladys Crowley.
Letter Carriers, 950; Joseph Hogan.
Maintenance of Way, 1150; W. S. Gosman, 11 Grange.
Post Office Clerks, 1959; W. B. Hagerman.
Railroad Trainmen, 393; A. S. Humphrey, 3 River.

HOWLAND

Pulp, Sulphite & Paper Mill Workers, 8; R. B. Alward.

JAY

Granite Cutters; A. W. Pratt, North Jay.
Paving Cutters, 112; James Stevenson, North Jay.
Pulp, Sulphite & Paper Mill Workers, 45; Willie A. Leger, Riley.
Quarry Workers, 4; Walter I. Clarke, N. Jay, Box 98.

KITTERY

Carpenters & Joiners, 1982; Harrie K. Titus, Box 508.

LEWISTON

Barbers Union, 482; C. L. Darrington.
Bricklayers, Masons & Plasterers, 1; Morris J. Coffey, 288 Bates.
Carpenters & Joiners, 407; W. W. Allen, 7 Bridge.
Cigar Makers Union, 66; Max Lautenschlager, 51 Winter.
Granite Cutters; Martin Keenan; 51 Summer.
Letter Carriers, 241; Ernest E. Sands, 621 Main St.
Loom Fixers, 22; Telesphore Martel, 154 Bartlett.
Maintenance of Way, 624; Wm. Webster, 15 Elm.
Musicians, 409; J. P. Dumais, 22 Bartlett.
Painters, Decorators & Paperhangers, 952; A. E. Bussiere, 14 Wood.
Plumbers & Steamfitters, 367; Vinton E. Hodgkis, 784 Libson St.
Post Office Clerks, 509; Thomas E. O'Brien, P. O.
Pressmen, 261; Thomas J. Dermody, R. I., Lewiston.
Sheet Metal Workers, No. 213; Henry Hoffman, 108 Oak.
Street & Electrical Employees, 721; W. C. Cannon, 182 Sabbatus.
Shoe Workers, 115; Ernest J. Aduet, 101 Ash.
Telephone Operators, 57A; Annie M. Clifford, 149 Holland.
Typographical Union, 532; Henry E. Packard, 15 Davis, Auburn.

LIBSON FALLS

Papermakers, 15; Carl M. Goddard, P. O. Box 252.
Pulp, Sulphite & Paper Mill Workers, 14; G. I. McIntosh, Box 314.
Stationary Firemen & Oilers, 24; Albert J. Wardwell, Libson Falls.

MACHIAS

Granite Cutters, 1; Calvin A. Butler.

MADISON

Central Labor Union; Moses H. Knox, Anson, Me.
Machinists, 553; John L. MacDonald.
Paper Makers, 73; Wm. Savoy; Box 1163.
Pulp, Sulphite & Paper Mill Workers, 17; Elmer Nuts, Box 1026.
Stationary Firemen's Union, 270; Forest Davis, Box 108.

MECHANIC FALLS

Paper Makers, 104; B. L. Bangs, 61 Lewiston St.

MILLINOCKET

Central Labor Union, Eugene H. Fairley, Box 661.
Barbers, 663; E. F. Craig.
Carpenters & Millwrights, 655, R. H. DeWitt, Box 41.
Electrical Workers, 471; A. W. Boynton.
Engineers (Steam & Operating), 744; Martin Healey.
Federal Labor Union, 13048; Fred G. Townsend, Elm St.
Machinists, 156; Wilbert Tibbits, Box 105.
Maintenance of Way, 1379; J. A. Gaskin, Penobscot Ave.
Pulp, Sulphite & Paper Mill workers, 12; Frank M. Perry.
Paper Makers, 2; Eugene H. Fairley, Box 661.
Stationary Firemen, 69; Cornelius Hurley, Box 669.

MILO

Maintenance of Way, 1378; N. S. Clement, Bangor, Route 2.
Railway & Steamship Clerks, 81; Newman A. Moores, Milo.

MOUNT DESERT

Paving Cutters, 26; H. L. Perkins, Hall Quarry.

NO. VASSALBORO

Textile Workers, 1249; Albert Roy, Box 64, Vassalboro.

OAKLAND

Carpenters & Joiners, 1781; B. G. Sawtelle.
Letter Carriers, 1832; Lyle V. Owens.

OLD TOWN

Letter Carriers, 1700; J. William Boyle.
Post Office Clerks, 1511; Williard M. Beattie.

ORONO

Paper Makers, 83; F. J. Woofacott, 42 Penobscot.
Pulp, Sulphite & Paper Mill Workers, 18; Leroy Cramm, Mill St.

PEJEPSCOT

Machinists, 230; Chesley King, Libson Falls.
Paper Makers, 23; Carroll Campbell, Libson Falls.
Pulp, Sulphite & Paper Mill Workers, 66; James Colby, Pejepscot Mills.
Stationary Firemen & Oilers, 321; H. U. McKenney, Libson Falls.

PITTSFIELD

Letter Carriers, 1720; Lyman J. Byther.
Post Office Clerks, 1074; Florence S. Buxton.
Textile Workers, 1236; Everett Carroll.

PORTLAND

Central Labor Union; Charles Jumpre, 16 Taylor.
Barber's 210; Joseph DeCasta, 3 Myrtle St.
Blacksmith's 513; W. J. McCunk, 55 Smith.
Blacksmith's, 112; W. H. Ward, 44 Waterville St.
Blacksmith's, 184; A. L. Frame, 19 1-2 South.
Boiler Makers & Helpers, 283; W. J. Siteman, 18 Locust.
Bookbinders, 139; Raymond Ridley, 450 Cumberland Ave.
Bricklayers, 2; Thomas J. Mahoney, 76 Beckett.
Bridge & Structural Iron Workers, 155; John F. Foley, 51 Tyng St.
Carpenters & Joiners, 1506; Wm. G. Flynn, 41 Mountfort.
Carpenters & Joiners, 517; Chas. Roux, 33 Kelly St., So. Portland.
Carpenters & Joiners, 974; C. P. Maine, 116 North St.
Carpenters & Joiners (Ship Carpenters), 1953; Steve Pembrook.
Cigar Makers, 470; J. C. Malampy, 242 Cumberland Ave.
Electrical Workers, 333; M. E. Crosman, 85 Market.
Electrical Workers, 567; Carl L. Kimball, 12 Spring St., Westbrook, Me.
Electrical Workers, 7; Ralph M. West, 339 Cumberland Ave.
Electrical Workers, 25a; Madeline Welch, 29 Sheridan.
Federal Employees, 37; W. E. Barrows, 40 Glenwood Ave.
Fire Fighters, 133; Frank Boothby, 536 Deering Ave.
Hod Carriers & Bldg. Laborers, 8; J. J. Joyce, 69 Fore St.
Hod Carriers & Bldg. Laborers, 12; Carlo Sisti, 50 Middle St.
Hotel & Restaurant Employees, 308; Estes, 548 1-2 Congress St.
Letter Carriers, 306; George Littlefield, 5 Weymouth.
Locomotive Firemen & Enginemen, 4; L. E. Moody, 51 Frederick.
Locomotive Engineers, 40; Cyrus W. Shaw, 144 Massachusetts Ave.
Longshoremen, 861; John T. Caselden, 18 B. St., So. Portland.
Longshoremen, 912; Nicola Albano, 123 Newbury St.
Machinists, 1467; Chris Gronberg, 19 Marion.
Machinists, 525; George E. Ross, Jr., 95 Bradley.
Machinists, 1083; Sidney Readon, 461 Deering Ave.
Metal Trades Council; George O. Meader, 181 Allen Ave.
Millmen, 1561; Luther H. Tibbetts, 23 Saunders.
Molders' Union, 248; Edward C. Appleby, 54 A. Chestnut.
Moving Picture Operators, 458½ A. Lewis Falconi, 27 Winslow.
Musicians, 364; Wendell W. Doherty, 49 Oak St.
Painters, Decoraters & Paperhangers, 237; John Thurston, 40 South.
Painters, Decorators & Paperhangers, 1147; A. H. Webber, 346 Cumberland Ave.
Plasterers & Cement Finishers, 14; James Keirns, 38 Munjoy.
Plumbers & Steamfitters, 217; John F. Kane, 20 Locust.
Post Office Clerks, 458; J. Lee Cook.
Printing Pressmen, 23; Thomas J. Mayer, 25 Dow St.
Railroad Station Employees, 15; T. C. Foss, 91 Fessenden.
Railroad Telegraphers, 1; D. L. Shaw, 867 Waterloo St., London, Ont., Canada.
Railroad Trainmen, 82; Frank L. Bourke, 146 Clark.
Railroad Trainmen, 417, W. A. O'Neil, 18 Taylor St.
Railway Carmen, 397; Joseph O. Moran, 6 Francis St., Old Orchard.
Railway Carmen, 691; Lewis Fuller, 18 Atlantic St.
Railway Clerks, 152; W. M. Tapley, 3 Elmwood Place.
Retail Clerks, 674; C. M. Smith, 127 Danforth.
Roofers, 72; H. T. Ramsey, 6 May.
Sheet Metal Workers, 468; J. W. S. Weaver, 229 Spring St.
Stationary Engineers, 1; W. H. Richardson, 58 Fessenden St.
Stationary Firemen & Oilers, 298; J. F. Woodman, 52 Chestnut.
Steam & Operating Engineers, 422; D. W. MacGilvery, 60 Elm.
Steam & Operating Engineers, 625; George L. Bogan, 78 Portland.
Sterotypers & Electrotypers, 111; C. B. Wish, 48 Avon.
Street Railway Employees, 714; Howard Woodside, 44 C. St., So. Portland.
Teamsters, Chauffeurs & Stablemen, 418; George Pratt, 833 Congress St.
Theatrical Stage Employees, 114; John S. Toomey, Box 741.
Typographical Union, 66; Peter J. Curran, 103 Winter St.

PRESQUE ISLE

Maintenance of Way, 1218; Robert Whitehouse, Masardis.
Post Office Clerks, 1798; Arthur L. Bean.

ROCKLAND

Bricklayers, 3; George A. Grob, 11 Cedar St.
Carpenters and Joiners, 1066; L. C. Ames, 33 Glen.
Cigar Makers 273; Patrick McAuliffe, 27 Water.
Granite Cutters; L. M. Sartell, 24 Rockland.
Letter Carriers, 131; Morris D. Wilson, Rockland.
Maintenace of Way, 633; Arthur M. Sidelinger, Warren, Me.
Painters Decorators and Paperhangers, 212; H. T. Miller, 46 Crescent.
Plumbers & Steamfitters, 570; Fred P. Winslow, 18 Warren.
Postal Clerks, 678; Edward M. Brann, Rockland

RUMFORD

Barbers, 101; Charles E. Freeman, Mexico.
Bricklayers, Masons & Plasterers, 10; John Cheyne, 133 Maine, Mexico.
Electrical Workers, 366; Percy L. Roberts, 213 Penobscot.
Letter Carriers, 1087; Alfred L. Davis, 224 Hancock
Machinists, 239; John S Maker, Box 13, Ridlonville
Musicians, 41; J. A. Montieth, 688 Prospect.
Paper Makers, 9; Edw J. Labrecque, 222 Pine.
Post Office Clerks, 1204; Fred W. Smith, Post Office.
Pulp, Sulphite & Papermill Workers, 25; Frank McCafferty, Box 95, Mexico.
Pulp, Sulphite & Papermill Workers; 38; Eva Chabot, Box 83, Mexico
Railway Carmen, 585; Frank Patterson, 234 Waldo
Stationary Firemen, 20; D. J. Morrison, 209 Pine.

SACO

Letter Carriers, 1390; Wm. C. Hose, 74 Middle St.
Textile Workers, 2907; Geo. E. Bradbury, 5 Winter, Biddeford.

ST. GEORGE

Paving Cutters, 8; Wm. Inlach, Long Cove.
Paving Cutters, 108; William Pratt, Long Cove.
Quarry Workers, 211; Wilbert Allen, Long Cove.
Quarry Workers, 157; Herbert H. Hawkins, Tenants Harbor.

SANFORD

Carpenters & Joiners, 1225; Homer Bodoin, Davis Ave.
Post Office Clerks, 1614; Bert A. Littlefield.
Wool Sorters & Graders Ass'n, 6; Charles Jewett, 17 Roles St., Springvale

SKOWHEGAN

Bricklayers, 11; John H. Grundy, Skowhegan.
Carpenters & Joiners, 786; Geo. F. Low, 8 Pine St.
Painters' Union, 960; Lewis Weston, 12 Poplar.
Plumbers & Steamfitters, 695; Clyde E. Whipple.
Post Office Clerks, 545; Floyd G. Nye, 32 Bush.
Spinners' Union, 1055; Thomas M. Laney, 91 E. Maple.

SOLON

Pulp, Sulphite & Paper Mill Workers, 22; C. E. Dyer.

STONINGTON

Granite Cutters; John E. Murphy.
Quarry Workers, 74; Arthur E. Barbour.

SULLIVAN

Granite Cutters; John Robertson, North Sullivan.
Paving Cutters, 71; E. F. Clapha, West Sullivan.
Quarry Workers, 52; F. B. Havey, West Sullivan.

SWAN'S ISLAND

Paving Cutters, 73; W. A. Staples, Minturn, Me.

TOPSHAM

Papermakers, 86; William G. Walsh.

VAN BUREN

Pulp, Sulphite & Paper Mill Workers, 115; Fred A. Martin, Box 680.

VANCEBORO

Maintenance of Way, 1780; Martin Faraday, Bancroft.

VINALHAVEN

Granite Cutters; Alex Fraser.
Paving Cutters, 34; Alfred Headley.
Quarry Workers, 55; E. G. Kitredge.

WATERVILLE

Central Labor Union; E. N. Bushey, 21 Chaplin.
Blacksmiths, 196; Howard O. Wyer, 5 Cottage, Fairfield.
Boilermakers & Iron Shipbuilders, 544; James Trainer, 11 Prospect.
Bricklayers, Masons & Plasterers, 8; William Bushey, 21 Chaplin.
Carpenters & Joiners, 348; Charles Groder, 41 Elm.
Car Wreckers, 144; L. E. Hanson, 195 College Ave.
Letter Carriers, 515; Adriene Robichaud, 14½ Belmont Ave.
Locomotive Engineers, 814; W. F. Thompson, 6 High.
Locomotive Firemen & Enginemen, 695; John B. Townsend, 19 Redington.
Loom Fixers, 795; Edw. L. Rancourt, 186 Water.
Machinists, 285; Henry Vaughn, 9 Hazelwood.
Maintenance of Way, 623; S. W. Cilley, 153 College Ave.
Musicians, 735, H. W. Preble, 94 Church, Oakland.
Painters, Decorators & Paperhangers, 1051; Earle J. Tupper, 7 Marston Ct.
Plumbers & Steamfitters, 104; Otis E. Taylor, 34 Osborne, Fairfield.
Post Office Clerks, 761; Everett L. Farwell.
Railroad Station Employees, 16; Robert M. Rogers, 12 Ash.
Railroad Trainmen, 343; John G. Jordan, Oak.
Railway Carmen, 894; Fred P. Farwell, Oakland street.
Railway Clerks, 32; Ernest Cote, 2 Cottage.
Railway Conductors, 534; Emery W. Cook, 11 Winter.
Typographical, 643; Lovisa Prentiss, 2 School.

WESTBROOK

Carpenters & Joiners, 1361; A. C. Haskell, 23 Newton St., Woodfords.
Letter Carriers, 966; Alfred Decormier, 63 Church.

YARMOUTH

Pulp, Sulphite & Papermakers, 89; James E. Bradley, Yarmouthville.

YORK

Carpenters Union, 1341; Alston D. MacIntire, Village.

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SENATOR BREWSTER'S RECORD RECOMMENDS HIM TO LABOR IN CANDIDACY FOR GOVERNOR

RALPH O. BREWSTER
Republican Candidate for Nomination for Governor

Friends of Ralph O. Brewster's candidacy for the nomination for governor on the Republican ticket within the ranks of organized labor and they are many, point to his legislative record as a strong reason for hearty support on the part of the working men and women of the state.

Personally he is recognized as being manifestly fair and just in his consideration of matters relating to labor and four years ago as a member of the House he worked for the 48-hour bill. Those who remember did not come to a vote before the Senate at the last session of the legislature Senator Brewster's attitude is was evidently favorable and, in view of his vote as a member of the House, it is fair to presume that he would have voted for it in the Senate.

In addition to strictly labor measures Senator Brewster is considered to be very fair in his attitude toward all legislation affecting the people and is recognized as an candidate of the people rather than the representative of special interests.

"This is to be a campaign for a principle rather than for personal preferment, a contest to advance the good of Maine rather than because of any political ambition of my own," said Senator Brewster in the opening of the campaign, and that expresses his attitude in a general way and it is one which appeals strongly to the wage earners.

It is an expression characteristic of the man, straightforward and sincere. There is no suggestion of subterfuge in Mr. Brewster. He is the sort of a man that one instinctively trusts. He says what he means and means what he says, a man who impresses one more as an unprejudiced, fair minded citizen rather than as a politician. In the general acceptance of the term. He is either for or against a measure; there is no doubt about where he stands and it is this refreshing candor which appeals with particular strength to the wage earners who are used to being told one thing before election and handed another after.

One strong point in Mr. Brewster's favor among ordinary people is that he is one of them, and understands their requirements and conditions surrounding them. He was born in Dexter on Washington's birthday, 1888, which, perhaps, accounts to some extent for his natural inclination to stick close to the truth, an attribute which comes naturally to him.

He attended the old fashioned primary school as a boy, graduated from Dexter high, went to Bowdoin and earned money for a law course at Harvard by teaching school. He distinguished himself at college as a student and as a debater and was selected as one of the editors of The Harvard Law Review.

Mr. Brewster entered politics in 1912 in Penobscot county and is given credit for having been largely instrumental in wresting that county from democratic control. When he established his law practice in Portland he continued his interest in politics and, against the advice of his friends, aligned himself with suffrage because he was convinced it was right.

In 1916 he was nominated on the Republican ticket as a delegate to the House of Representatives to the state Legislature was elected and in 1918 renominated but resigned from the ticket to enter the military service of the country. In 1920 he was again elected to the House and in 1922 to the State Senate from Cumberland county.

His legislative record [illegible] to commend him to the people in general and the wage earners in particular. Satisfied that a thing was right and that he should support it he has done so regardless of political expediency. That's his way. He has avoided any affiliations which might be regarded, with suspicion, stands squarely on his own platform which might be briefly summed up as being in support of the welfare of the state of Maine and its people rather than the advancement of any special interests, and is, all in all, the sort of a man of whom the [illegible] ment of the state ap-

SENATOR BREWSTER'S PLATFORM IN BRIEF

1 Constitutional amendment prohibiting the appropriation of public funds to sectarian or parochial schools.

2 100 per cent enforcement and observance of the prohibitory law and all laws.

3 Development of the water resources by private capital under adequate state control.

4 Continuation of the policy of non-transmission of hydro electric power beyond the boundaries of the state.

5 Lease rather than sale of such water rights as the state still controls.

6 Encouragement of Katahdin Park development.

7 Restriction of advertising signs.

8 Further restriction on tax exempt property to equalize burden of taxation.

PUBLIC RECORD

1 Eight years a member of Portland School Committee.

2 Six years a member of Maine Legislature—four years in House and two years in Senate. Renominated another term but resigned before election to enter the service. Active in organization of Third Infantry, Maine National Guard and served as its first regimental Adjutant.

3 Member of Committee on Legal Affairs and on Education and Chairman of former committee.

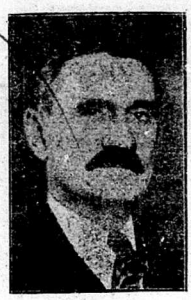
4 What he has stood for.
- (a) Equal Suffrage.
- (b) National Prohibition.
- (c) Mothers' Pension Law.
- (d) Author of two constitutional amendments adopted by people.
  - 1. Absent Voting.
  - 2. Representation Merger.
- (e) Appropriation for Schools and Hospitals without discrimination.
- (f) Shepard-Towner Bill for Maternity and Infancy.
- (g) Author of Council-Manager Charter for City of Portland.

BARBERS' STRIKE ENDS

ROCHESTER, N. Y., May 15.—After a 15-minutes' strike more than 300 barbers and employers compromised a wage dispute.

PLUMBERS RAISE WAGES

ASHEVILLE, N. C., May 15.—Employers have signed the new wage scale of Plumbers' union. Rates are $11 a day.



HARRY MERRILL

HARRY MERRILL IS STRONG FOR SHERIFF

Outlook for His Nomination by Republicans Is Excellent

Harry Merrill of Gray as candidate for nomination for sheriff of Cumberland county on the Republican ticket is considered a candidate who has an excellent chance of winning the nomination and it is well established that he will command a lot of support from the working men and women of the county because he is the sort of a man who meets them on their own ground.

Toil of the hardest sort has left its imprint on his hands and as a lumberman and a farmer he knows all about Work with a capital "W". Always a plain man of the people he knows how the workers feel about things in general and, if elected, he would be as accessible to the wage earner as to the man of affairs and the workers' interests would receive just as much careful attention as those of any other class of citizens.

He made his own way as a boy and when he reached the stage where, as a large farm and lumber mill owner at Gray he became the employer of many men he was "one of them." There was no task they tackled that he hadn't handled himself and how well he is thought of by them is attested by the fact that he has had men stay in his employ for 12 years at a stretch. When other men in the same line of business found it almost impossible to get help Harry Merrill had plenty. Men were glad to get a job with him.

He is one of those men who seem to always get along well with his fellow men. Square and above board in all his dealings he inspires confidence and loyalty.

So much for Mr. Merrill's personality. Politically he is strong and good judges of the political situation are of the opinion that he is the one man who can defeat the present incumbent of the sheriff's office for the nomination. A concentration of support behind him makes his nomination certain, they maintain.

In support of this claim they point out that in 1920 he was short only 591 votes of defeating the present incumbent of the office for the nomination in a three cornered fight. He ran ahead of his chief opponent in the city of Portland by 200 votes.

In that campaign, too, he was comparatively unknown outside of his own section and had only 400 signers on his nomination papers while the sentiment in his favor this year is indicated by over 2,200 signers, a large proportion of them unsolicited. With such a backing as this it would seem that a concentration of support in his behalf would, as his friends claim, make his nomination at the forthcoming primaries sure.

Mr. Merrill is fully familiar with the affairs of the county and its needs and is well fitted to fill the office. For six years he has been a member of the board of selectmen of Gray and in 1917 his political strength was demonstrated when he was elected a representative to the state legislature from Gray, Raymond and New Gloucester, the first Republican to have been elected to that office in 38 years and a republican has been elected every year since.

BAKERY WORKERS WIN

WASHINGTON, May 15.—Organized bakery workers secured a renewal of their wage contract just before the hour set for a suspension of work. The employers demanded a wage reduction of $10 a week, and informed employees they would be enjoined if they struck. The injunction refused to scare, and at the last minute the bosses weakened. More than 1,000 workers are affected.

STEPHEN E. CORDWELL

STEPHEN E. CORDWELL

Candidate for Republican Nomination As State Representative, Westbrook

Stephen E. Cordwell, candidate for Republican nomination to the office of representative in the state legislature from Westbrook, bases his claim to the support of the working people on the ground that he stands, and has always stood, for the protection of their best interests and welfare. He uses no subterfuge in regard to his position on the 48-hour law but makes his stand clear in a direct manner which must commend itself to all who admire honesty in a candidate.

"In opposing the 48-hour law as I did when a candidate two years ago for the same office," said Mr. Cordwell to a representative of this paper, "I feel that I am actually a better friend to the workingman and woman than those who support the measure for I know that the passage of such a bill would be to the detriment of the workers affected by it.

"No matter what may be said to support of this measure the fact remains that Maine industries must be injured seriously by it if it becomes a law. It seems to me perfectly clear that an industry working on a 48-hour basis cannot compete successfully with one operating on 60 hour basis and that the ones who will be curtailed in employment and wages as a result will be the employees.

"I could not, consistently with the welfare of the working people of Westbrook at heart, take any other stand upon this matter and I believe that they now realize this. I want their support on a foundation of honesty and fair play and I think those who are voters in Westbrook realize that that is what they may expect from me upon every legislative matter if they nominate and elect me."

ALEXANDER SPEIRS

ALEXANDER SPEIRS

Candidate for Senator from Cumberland County Fair to Labor

Alexander Speirs, candidate for nomination as Republican Senator from Cumberland county, needs but little introduction to the labor voters for he has consistently manifested a favorable attitude toward just measures beneficial to the working people of the state.

As a member of the Senate at the last session of the legislature he worked for the 48-hour law, voted for the old age pension measure and was very fair generally in his attitude toward labor measures. Representatives of organized labor who were in attendance at the last session are outspoken in their approval of Senator Speirs' business and fairness and do not hesitate to say that he is entitled to the support of organized labor in his present candidacy.

Senator Speirs is one of the best known residents of Westbrook and in his previous campaigns has had hearty support from the working people of that community who know him personally and who have great confidence in his ability and integrity.

Few men are as well informed on the affairs of the county as is he and this knowledge and experience is bound to stand him in good stead should he be re-elected and there is a strong belief that he will be.

CHARLES J. NICHOLS

CHARLES J. NICHOLS OF PORTLAND

Candidate for Reelection to the Legislature

Mr. Nichols was a member of the Judiciary Committee in the last legislature.

He was instrumental in obtaining an amendment to the bill authorizing the building of Portland's new central fire station, now in process of construction, which made it mandatory that the work should commence within two years, so that it could not be repealed by the next legislature.

He supported the 48-hour law which came before the Judiciary Committee the Teacher's Pension bill, the State Pier bill, and assisted in defeating some legislation that was detrimental to the interest of this city. He has always been friendly to labor, wishing to see a square deal between employer and employee. He is tied up to no special interests, and is rather independent in his vote.

He is a lawyer of experience, and his judgment and opinion were often requested on legal and business matters coming before the Legislature. He was the author of the questions submitted to the Justices of the Supreme Court relative to the Constitutionality of the Gasoline tax, which was decided by the court last July. If elected, he will have more influence in the next legislature than in the past one.

PASS RESOLUTIONS

Portland C. L. U. Acts On Death of Franklin Hawkes

The following resolution was passed by the Portland Central Labor Union on the death of Franklin Hawkes:

Whereas it has pleased the Divine Architect of the Universe to remove from our midst our beloved brother, Franklin Hawkes

And whereas he was a faithful and and devoted member of Local 208

Therefore be it resolved

That the C. L. U. extend to the relatives heartfelt sympathy and an expression of the deep loss that we have met with of a conscientious and hard-working member

And be it further resolved

That the charter be draped for thirty days and a copy spread on the records and sent to the family.

Ernest E. Pratt,
Harriet Partridge,
Geo. R. Haney.

UNION FLOWER SHOP

Boston Flower Shop Conducted by Well-Known Union Man

Members of organized labor who are contemplating the purchase of flowers for Memorial Day should bear in mind the fact that Portland has an up-to-date flower shop under union ownership, the Boston Cut Flower Store at 63 Oak street, just opposite the Empire theatre.

The store is conducted by Benjamin Blumenthal, one of the most active workers for organized labor in the city, a member of Local 237, Painters, Decorators and Paperhangers, and vice president of the Portland Central Labor Union. It carries a large supply of particularly choice cut flowers, potted plants and everything carried by a first class florist establishment. Expert work in floral designs for all occasions is made a specialty and the continual growth of the business is a strong testimonial to the satisfaction given its patrons.

ELEVATOR MEN GAIN

BALTIMORE, May 15.—The new wage rate of elevator conductors became effective the first of the month. Rates are $1.25 and $5 cents for journeymen and helpers. After November 1 the rates will be $1.40 and 75 cents.

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Just off Congress St.—Opp. Empire Theatre
63 OAK ST. PORTLAND

CONFECTION